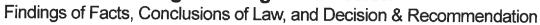
Middleton Planning & Zoning Commission





In the Matter of the Request of Hess Properties LLC and KM Engineering LLP for Annexation/Rezone, Preliminary Plat, Development Agreement, and Comprehensive Plan Map Amendment for the River Walk Crosssing Subdivision located at 10669 Hwy 44 and 0 Hwy 44 (Tax Parcel Nos. R33938011 and R339380):

A. Findings of Fact:

- 1. Hearing Facts: See Staff Report for the hearing date of August 9, 2021, which Report is attached hereto as Exhibit "A' and incorporated herein by this reference.
- 2. Process Facts: See Staff Report for the hearing date of August 9, 2021, which Report is attached hereto as Exhibit "A" and incorporated herein by this reference.
- 3. Application and Property Facts: See Staff Report for the hearing date of August 9, 2021, which Report is attached hereto as Exhibit "A' and incorporated herein by this reference.
- 4. Required Findings per Middleton City Code 1-14-2(E)(7) and 1-14, 1-15, 1-16, 5-1, 5-2, 5-3, and 5-4 and the Idaho State Code, Title 67 and Title 50: See Staff Report for the hearing date of August 9, 2021, which Report is attached hereto as Exhibit "A' and incorporated herein by this reference.

B. Conclusions of Law:

- 1. That the City of Middleton shall exercise the powers conferred upon it by the "Local Land Use Planning Act of 1975," codified at Chapter 65, Title 67, Idaho Code (I.C. §67-6503).
- That due consideration has been given to the comments received from the
 governmental subdivisions providing services in the City of Middleton planning
 jurisdiction, comments received from individuals of the public via written comment and
 public testimony, and comments from City Planning Staff and City Engineer.
- 3. That notice of the application and public hearing were given according to law.
- 4. That Planning and Zoning Commission's public hearing was conducted according to law, and the City has kept a record of the application and related documents.
- 5. That codes and standards applicable to the application are the Idaho Standards for Public Works Construction, the Middleton Supplement to the Idaho Standards for Public Works Construction, and Middleton City Code 1-14, 1-15, 1-16, 5-1, 5-2, 5-3, and 5-4 and Idaho State Code, Title 67 and Title 50.
- 6. That City Services can be extended to the property to be annexed, and public facilities and services required by the proposed development will not impose expense upon the

public if the attached conditions of approval are imposed.

7. That this recommendation is subject to the Conditions of Approval set forth in the attached Staff Report for the hearing date of August 9, 2021, which Report is incorporated herein by this reference.

C. Decision and Recommendation:

Pursuant to the Planning & Zoning Commission's authority as provided in Middleton City Code 1-5-5, and based upon the above Findings of Facts and Conclusions of Law, it is hereby recommended that:

- 1. City Council approve the annexation/rezone application subject to the Conditions of Approval set forth in the Staff Report for the August 9, 2021 Public Hearing attached hereto as Exhibit "A" and incorporated herein by this reference.
- 2. City Council approve the preliminary plat application subject to the Conditions of Approval set forth in the Staff Report for the August 9, 2021 Public Hearing attached hereto as Exhibit "A" and incorporated herein by this reference.
- 3. City Council approve the Development Agreement application subject to the Conditions of Approval set forth in the Staff Report for the August 9, 2021 Public Hearing attached hereto as Exhibit "A" and incorporated herein by this reference.
- 4. City Council approve the Comprehensive Plan map amendment subject to the Conditions of Approval set forth in the Staff Report for the August 9, 2021 Public Hearing attached hereto as Exhibit "A" and incorporated herein by this reference.
- All four applications are further subject to the condition that prior to preliminary plat approval, Applicant works with the Idaho Transportation Department staff to ensure that the preliminary plat complies with the southern alternate route shown on the Comprehensive Plan Maps.

WRITTEN RECOMMENDATION AND DECISION APPROVED ON: September / 3, 2021.

Ray Waltemate, Chairman

Planning and Zoning Commission

Attested by:

Roberta Stewart

Planhing and Zoning Department



STAFF REVIEW AND REPORT Middleton Planning & Zoning Commission

River Walk Crossing Subdivision

Planning & Zoning Commission Public Hearing Date: August 9, 2021
Snapshot Summary:



Acreage	130 acres (119 inside preliminary plat boundary)			
Current Zoning	Canyon County "Agricultural"			
Proposed Zoning	R-2 Residential (57 acres).; C-3 Heavy Commercial (36 acres); a M-U Mixed Use (26 acres)			
Current Land Use	Restaurant, Retail & Recreation			
Proposed Land Use	Commercial / Residential			
Lots	36 commercial lots 81 single family homes 80 patio style homes for 55+ homebuyer 17 common lots 1 cell tower lot historical lot			
Density	Net density 1.9 acres.			
Open Space	7.2%			
Amenities	Extensive 10' and 12' walking paths along the Kennedy Lateral and Boise River, looping into Middleton's proposed "River Walk Loop"			

- A. Application Requests: Applicant submitted four applications: (1) preliminary plat, (2) annexation and rezone from Canyon County "Agricultural" zone to C-3, R-2 and M-U zones, (3) Development Agreement and (4) Comprehensive Plan Map Amendment to change the Future Land Use Map. Applicant has also submitted a floodplain application that is proceeding administratively along with these applications.
- B. Project Description: Subdivision with (a) 36 commercial lots, (b) 81 single family home lots, (c) 80 patio style home lots for 55+ homebuyers, (d) 17 common lots, (e)

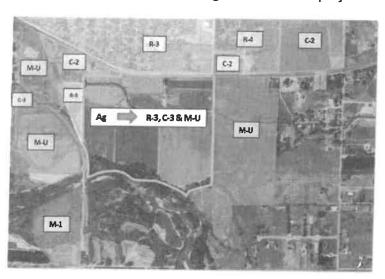
one cell tower lot and (f) one historical lot on 119 acres of vacant land located at 10669 Hwy 44 and 0 Hwy 44 (Tax Parcel Nos. R339380 and R3393811).

The requirement for a 55+ community will be created by a deed restriction in compliance with Idaho State law. This will ensure that the patio style homes remain a 55+ community.

Finally, the project also includes extensive 10' and 12' wide asphalt pathways that are part of the proposed Middleton River Walk Loop recreational trail.

C. History, Current Zoning & Property Condition: The project property is currently located in Canyon County and is zoned "agricultural." The parcel has been used for farming for a large number of years.

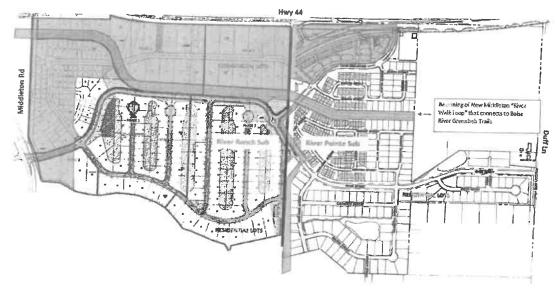
The project is surrounded on the north, west, and east by City property. Mixed Use zoned property is located on the east and west side of the property, and this zoning permits a mixture of commercial and residential uses. Residential R-3 is located to the north and pockets of C-2 commercial zoning surrounds the project.



The Future Land Use Map in the 2019 Comprehensive Plan has designated the project parcels "Restaurants, Retail, and Recreation". Based on this land use designation, the previous governing boards intended this property to be used for commercial and other intensive uses.

River Walk Crossing is being developed in collaboration with another large subdivision to the east known as River Pointe Subdivision. River Pointe is an 88 acre "Mixed Use" project that includes commercial lots blended together with single family homes and 55+ townhomes/patio homes. This Commission recommended approval of the River Pointe subdivision applications at a June 7, 2021, public hearing. If both projects are approved and completed, they will create a new and vibrant commercial center for

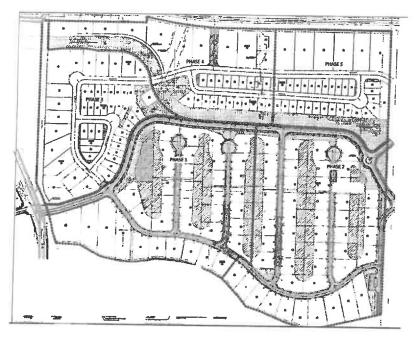
Middleton along with a new multi-mile River Walk Loop that will provide numerous gathering places for social and recreational uses.



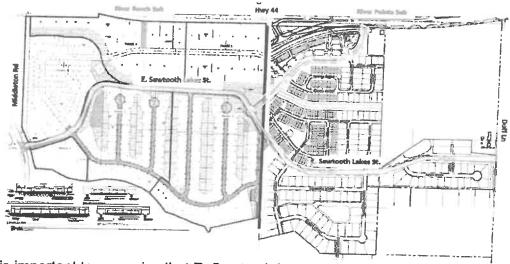


D. City Services: Domestic water and sanitary sewer are located in Middleton Road adjacent to the project. See diagram below.

Planning Staff finds that City services can be easily extended to serve the proposed project, and the annexation will permit the orderly development of the City and ability to provide efficient and economical city services to the extended area.



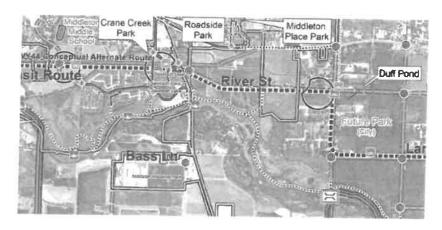
E. Traffic, Access & Streets: Access to the project is through Middleton Road, Hwy 44, and E. Sawtooth Lakes St..



It is important to recognize that E. Sawtooth Lakes Street is a collector street that is a "planned" street set forth in the 2019 Comprehensive Plan's "Transportation, Schools & Recreation Map". (See snippet of Map below.) The Collector was previously named "River Street" on the Map, but Canyon County has since requested that we choose another name, so the name was recently changed to "E. Sawtooth Lakes Street").

Sawtooth Lakes Street is an important street that will facilitate circulation and create needed connectivity. It will also greatly relieve traffic pressure on the Highway 44 downtown corridor by providing an alternate east/west route. Because it will be

instrumental in handling traffic, it will have no driveway access, and parking will not be allowed on the street.



F. Traffic Fees to Minimize impacts on the Community.

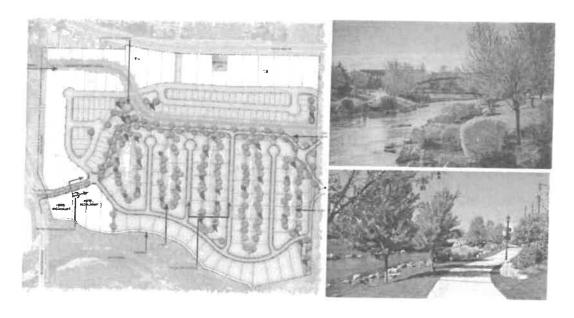
The Developer of the River Walk project will pay for much of its impacts on traffic and the surrounding community by improving roadways that front the property and by paying Traffic Impact fees and Traffic Proportionate Share fees. Under the new Mid Star Traffic Impact fee schedule (which was recently recommended for approval by this Commission), the River Walk Developer will contribute \$813,050 to the improvement of nearby intersections by paying \$5050 for each residential building permit (161 homes x \$5050). As to the commercial portion of the project, there are 36 commercial lots. The Impact fees are based upon uses and span \$3500 per unit to \$20,000 per unit depending on the use. Although it is difficult to predict exactly what types of uses will be developed in the commercial area, the commercial impact fees collected could add up to approximately \$300,000 to \$500,000 for a total of \$1.3 million in traffic impact fees.

In addition to the \$1.3 million in Mid-Star traffic impact fees, the Developer will be required to pay "Proportionate Share" traffic fees for intersections not included in the Mid Star CIP Schedule. Those fees may total between \$100,000 and \$200,000, but the final amount cannot be determined until City Council approves the Mid-Star fee schedule and ITD re-calculates the proportionate share fees.

Although the fees cannot be firmly established for a few more weeks, the Commission can still recommend approval of the applications and protect the City's right to collect these fees by simply recommending that the payment of all impact fees and proportionate share fees be made a condition of preliminary plat approval.

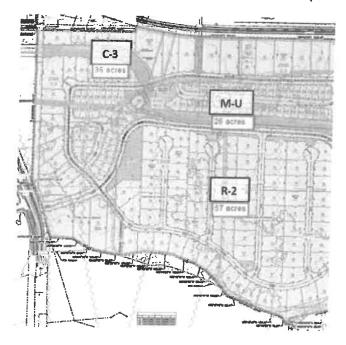
Planning Staff further recommends that a requirement to construct all City required improvements on Hwy 44 and Middleton Road be made a condition of preliminary plat approval.

G. Open Space, Pathways & Sidewalks: Applicant has exceeded the 5% Open Space requirement by providing 7.2% of open space in the form of extensive walking paths and small gathering places along the trails. These extensive pathways are in compliance with the Comprehensive Plan's Transportation, Schools & Recreation Map, and they will be integrated into the City's new River Walk Loop that is being designed.





- H. Stormdrain and Pressurized Irrigation: Stormdrain facilities and pressurized irrigation have been provided in the preliminary plat.
- I. Middleton Rural Fire District: The Middleton Rural Fire District has reviewed the preliminary plat. Deputy Chief Islas approved the preliminary plat with the standard comments. He further noted that Phases 1 and 2 may develop without a 2nd access, but no improvement may occur in Phase 3 and beyond until the second access to Duff Lane or Hwy 44 is completed.
- Annexation and Rezone: Applicant is requesting the annexation and rezone of 130 acres. Approximately 119 acres of the total 130 acres is part of the proposed preliminary plat that contains three zones: C-3 "Heavy Commercial (36 acres), R-2 "Large Lot Residential" (57 acres), and M-U "Mixed Use" (26 acres).



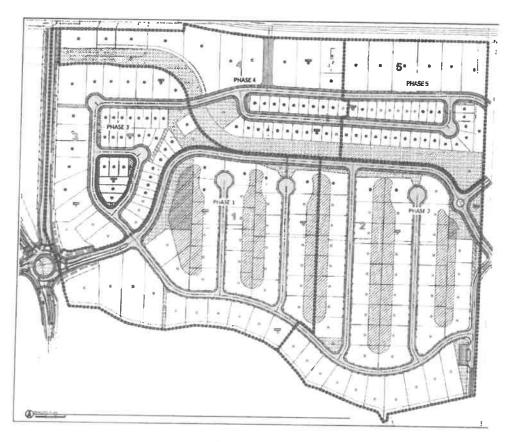
As to Annexation there are primarily three requirements: (1) the property is contiguous to City limits (2) City sewer and water can be extended to serve the site, and (3) the annexation is in the best interest of the City and not adverse to the public health and welfare.

Planning Staff finds that Applicant's project meets all three of these requirements: (1) The property is contiguous; (2) sewer and water are available as shown above, and (3) the annexation does not adversely affect the City but benefits the City because (a) it provides a variety of housing and commercial lots, (b) creates extensive recreational

pathways, and (3) creates safe streets for vehicle and pedestrian circulation that will relieve traffic pressure in the downtown Hwy 44 corridor.

Planning Staff further finds that the rezone application is in harmony with the City's Comprehensive Plan as will be shown in more detail below in Section M.

K. Preliminary Plat Application: Developer is proposing five phases for the development of the plat:



A true copy of the River Walk Crossing Preliminary Plat under review is attached hereto as Exhibit "A".

Findings:

Planning Staff finds that the preliminary plat complies with dimensional standards and requirements of the Middleton City Code, ISPWC and Supplement to ISPWC, and Idaho State Code except for those items specifically set forth as waivers to the code in the Development Agreement.

Planning Staff further finds that the preliminary plat is not materially detrimental to the public health, safety and welfare, and the preliminary plat is also in harmony with the Middleton Comprehensive Plan (See more detail in Section M below.)

- L. Development Agreement: Any annexation and rezone generally requires a Development Agreement ("DA"). A copy of the proposed DA is attached to this Staff Report as Exhibit "B". The provisions generally set forth in the DA are as follows:
 - 1. Project parcel to be annexed and rezoned to C-3, M-U and R-2.
 - 2. A concept plan generally matching the current preliminary plat shall be attached to the DA and incorporated by reference. Developer must develop the property generally consistent with the Concept Plan.
 - 3. Patio style homes on M-U lots will be deed restricted to 55+ homebuyer/occupancy in compliance with Idaho State Law.
 - 4. Because the patio style homes will be for 55+ homebuyers, setbacks requested are (1) 20' front yard, (2) 15' rear yard, (3) 5' side yard, and (4) 20' side street yard.
 - 5. Developer to construct, at its own cost, all road frontage improvements to Middleton Road, including its portion of the roundabout. The improvements may be completed in three incremental phases that correspond with final plat for phases 1, 2, and 3. If Middleton is not ready for the Middleton Road and roundabout improvements to occur, Developer may bond for the frontage work using the same incremental phases. (Please note this requirement will change depending on whether City Council approves the Mid-Star Impact Fee schedule. Much of this frontage work is included in the Mid-Star schedule, so there is an over-lap between required frontage improvements and impact fee payments that will need resolved.)
 - Developer must construct, at its own cost, all road frontage improvements required by City and ITD for Hwy 44. The improvements are not required until final plat for phase 4.
 - Owner/Developer shall pay all traffic impact and pro-rata/proportionate share fees required by the City.
 - Developer may develop Phases 1 and 2 without a 2nd access (as approved by Middleton Rural Fire Dist.) but must construct a 2nd access prior to final plat of phase 3.
 - 9. Because of the large amount of commercial lots and need for market flexibility, Owner will not be required to go through the formal preliminary plat process to amend the phasing and lot configuration in the C-3 zone section of the plat. Instead, Owner can apply administratively to the Planning & Zoning Department with a \$1000 application fee to change phase configurations.

- 10. All 10' and 12' pathways must have a public access easement shown on the plat to ensure public recreational access. The pathways must be constructed prior to approval for Phase 3. Owner shall be responsible for repairing and maintaining the pathways.
- 11. Developer shall not be required to comply with MCC 5-4-10-7 regarding an 8' berm on streets that contain both commercial and residential uses. Instead, Developer must install a 15' landscape buffer on one side of the street or other. For areas where a residential lot directly abuts a commercial lot, the developer must install the 8' berm buffer required by MCC 5-4-10-7.
- 12. The existing cell tower may remain on site and operate at its current level, but if the use or intensity is changed, the owner must apply to the City for a Special Use Permit.
- 13. Developer will be allowed a minimum centerline radius of 90'.
- 14. Developer shall provide an east/west collector road. (Please note that Developer has met this provision by designing "E. Sawtooth Lakes Street".)
- 15. Developer must execute and record a cross-access easement and utility easement on the plat to ensure that no parcels are landlocked.
- 16. Only black wrought iron fencing will be allowed in the project.
- 17. All rear and side street elevations on commercial buildings must have enhanced architectural features to prevent unsightly building facades on Highway 44 and Middleton Road.
- 18. Owner is permitted two wall signs per commercial unit.
- 19. Developer is permitted to extract gravel for residential ponds if it obtains all City, State and Federal Permits and submits to the city all forms and plans required by MCC 1-15-16-2. Construction hours are Monday through Saturday 7 a.m. to 6 p.m., but once homeowners occupy Phase 1 homes, the hours must change to Monday through Friday 7 a.m. to 6 p.m.
- 20. CC&Rs shall set forth responsibility for maintaining common areas.
- 21. If Developer does not obtain final plat within 2 years of preliminary plat approval (or 3 years with a 1 year extension request), then Developer will be in default, and the City can apply to modify or terminate the DA. The underlying zoning will remain the same despite the termination/modification. Additionally, the preliminary plat will automatically become null and void.

22. Developer must bring each phase to final plat within 2 years (or 3 years with a 1 year extension request). If developer fails to do so, the preliminary plat will automatically be null and void.

Findings:

Planning Staff finds that the Development Agreement application complies with the Comprehensive Plan. See more detail below in Section M.

M. Comprehensive Plan & Land Use Map: The Future Land Use Map ("FLUM") in the 2019 Comprehensive Plan shows the project parcel as "Restaurant, Retail, and Recreation."



Although those uses will surely be in the project, there is also a residential component planned for the project. In light of that, Applicant is requesting that the FLUM show a "Commercial" use in the C-3 zoned portion of the project and "Residential" use in the M-U and R-2 portions of the project.

Finding:

Planning Staff finds that the change on the Future Land Use Map from "Restaurant, Retail & Recreation" to "Commercial" and "Residential" is in harmony with the Comprehensive Plan. Specifically, it complies with Goal 4 to concentrate commercial uses between Crane Creek Way and Duff Lane and to allow mixed uses within the city. Additionally, the proposed changes to the FLUM comply with Goal 11 to provide diverse housing and in-fill housing.

The Planning & Zoning Commission is also tasked with determining whether the other three applications for annexation/rezone, preliminary plat, and development agreement are in harmony with the "Goals, Objectives, and Strategies" of the 2019 Middleton Comprehensive Plan.

Findings:

Planning Staff finds that the project and all applications are in harmony as follows:

- a. Goal 3: The project provides safe vehicle and pedestrian facilities in light of the street improvements and public pathways shown on the preliminary plat. It also will reduce traffic trips because of the close proximity to commercial/retail development. Designing E. Sawtooth Lakes Street without driveway access also greatly assists with traffic flow and safety.
- b. Goal 4: The project will establish a good quality of life with development that pays through impact fees and property taxes for the public services it receives when infrastructure is installed. The project also provides a buffer between residential and commercial development. Commercial development is encouraged to be near major roads. Additionally, quality lots for residential use increase the quality of life and general welfare of the City.
- c. Goal 6: Water, sewer, and road systems have been expanded in an orderly manner consistent with population growth.
- d. Goal 7: Project promotes commercial development and employment opportunities.
- e. Goal 8: the project establishes a new commercial area without detracting from existing businesses.
- f. Goal 10: Project provides parks and open space. The project also aggregates open space in large open spaces rather than dispersing open space into smaller sections.
- g. Goal 16: The public pathways along the Kennedy Drain create a scenic and usable waterfront on the north side of the Boise River.

Finally, Planning Staff finds that the pathways and streets proposed are in compliance with the Comprehensive Plan Maps, including the Transportation, Schools, and Recreation Map.

- N. Comments Received from Surrounding Landowners: 8/4/2021 letter from CPC Paving noting that it operated a mining/hot plant immediately south of the River Walk Subdivision. (Comment Letter is attached hereto as Exhibit "C")
- O. Comments from Agencies: Comments from Middleton Rural Fire have already been discussed above. COMPASS forwarded a 7/29/2021 comment wherein it objected to this application because of the removal of the SH-44 alternative bypass. COMPASS noted that the bypass is critical to regional planning, and traffic will be adversely affected if the bypass is eliminated from the city. ITD also forwarded letters indicating its objection to the removal of the Hwy 44 alternate bypass. Canyon Highway District #4 reviewed the plat and submitted its standard comments about collecting proportionate share fees and requiring right of way dedication. It further expressed concern that the Duff Lane/Hwy 44 intersection will need improvement to counteract the traffic impacts. It further noted technical recommendations for the Middleton Road roundabout and realignment. It should also be noted that CHD4 has objected to the

removal of the 44 alternate bypass at the public hearing for the City's Comprehensive Plan Map Amendment. (Copies of all agency comments are attached hereto as Exhibit "D".)

- P. Comments from City Engineer, Planning Staff & Floodplain Administrator:
 Comments have already been discussed above. Copies of comments from City
 Engineer, Planner and the Floodplain Administrator are attached to this Staff Report
 as Exhibit "E".
- Q. Applicant Information: Application was received and accepted on December 23, 2020. The Applicant is Hess Properties, LLC/KM Engineers, / 9233 W. State Street, Boise, ID 83714 / 208.639.6939 / sleonard@kmengllp.com

R.	Notices & Neighborhood Meeting:	Dates:
	Newspaper Notification	07/25/2021
	Radius notification mailed to Adjacent landowners within 300'	07/23/2021
	Circulation to Agencies	07/23/2021
	Sign Posting property	07/23/2021
	Neighborhood Meeting	11/24/2020

Planning Staff finds that Notice for the Planning & Zoning Public Hearing was appropriate and given according to law.

S. Applicable Codes and Standards:

Idaho State Statue Title 67, Chapter 65 and Title 50, Chapters 2 and 13, Idaho Standards for Public Works Construction and Middleton Supplement thereto and Middleton City Code 1-14, 1-15, 1-16, 5-1, 5-2, 5-3, and 5-4.

T. Conclusions and Recommended Conditions of Approval:

The Planning & Zoning Commission is tasked with considering four separate applications for Annexation/Rezone, Preliminary Plat, Development Agreement, and Comprehensive Plan Map Amendment. The Commission may recommend approval or denial and may set forth any necessary conditions of approval. To properly perform this task, the Commission must ultimately make findings of facts, conclusions of law, and a recommendation with respect to each separate application.

As to Findings of Facts, Planning Staff made findings of facts in compliance with Idaho State Law and Middleton City Code. (See findings of facts above in parentheses.) If the Commission agrees with the findings of facts in the Staff Report,

and after hearing public testimony, the Commission may simply state on the record that it accepts the findings of fact in the Staff Report and all, or a portion, of the facts stated during public testimony, setting the foundation for the recommendation.

As to Conclusions of Law, Planning Staff finds that the Commission has the authority to hear these applications in order that they may be recommended for denial or approval and that the public notice requirements were met. Planning Staff further set forth the portions of the Idaho State Code and Middleton Code considered in rendering a decision on the applications. If the August 9th public hearing is held and conducted in compliance with Idaho State Statute and the Middleton City Code, then the Commission may accept and state these "conclusions of law" on the record.

As to the Recommendation, if the Commission is inclined to recommend approval of the applications based upon the above *Findings of Facts* and *Conclusions of Law*, then Planning Staff recommends the approval be subject to the following conditions:

- 1. City of Middleton municipal domestic water, fire flow and sanitary sewer services are to be extended to serve the subdivision.
- 2. All City Engineer review comments are to be completed and approved.
- 3. All Planning Staff review comments are to be completed and approved.
- 4. All requirements of the Middleton Rural Fire District are to be completed and approved.
- 5. All Floodplain Administrator review comments are to be completed and approved.
- Developer to comply with all terms of the proposed Development Agreement.
 (if the Commission is not inclined to approve portions of the DA, those discrete portions can be removed or excepted from the DA via a motion calling out the specific provisions to be removed.)

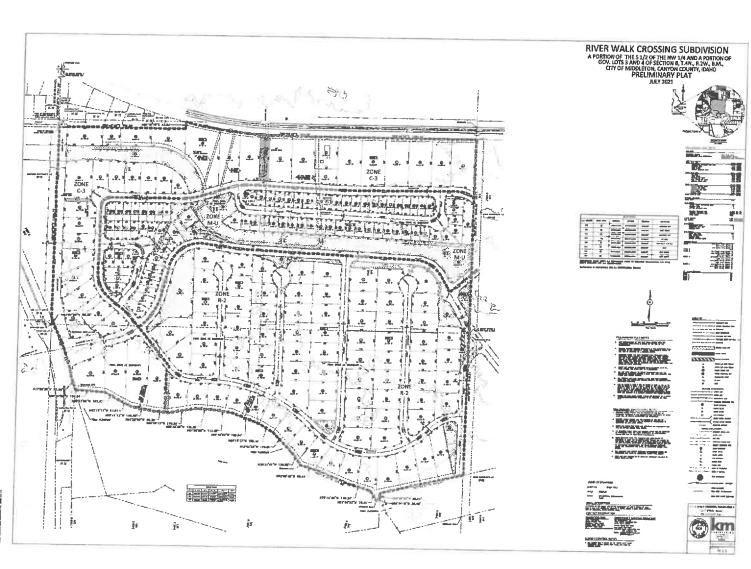
Prepared by Middleton City Planner, Robert Stewart

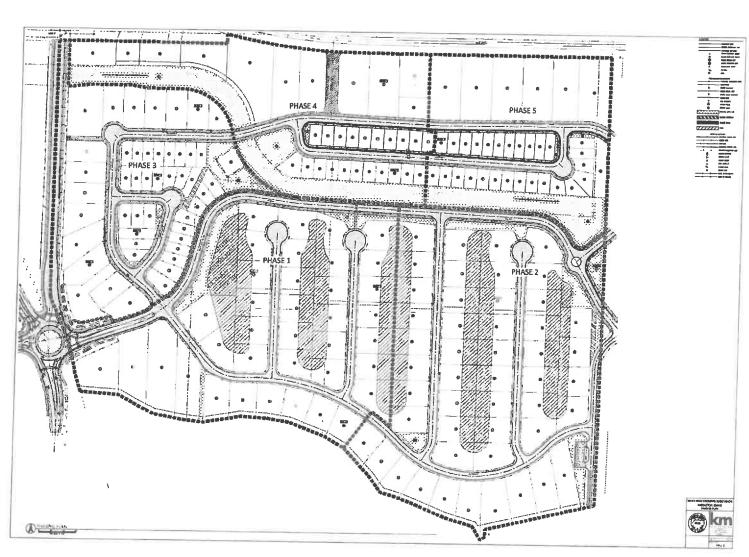
Dated: August 5, 2021

APPENDIX

EXHIBIT "A"

Proposed Preliminary Plat under Review





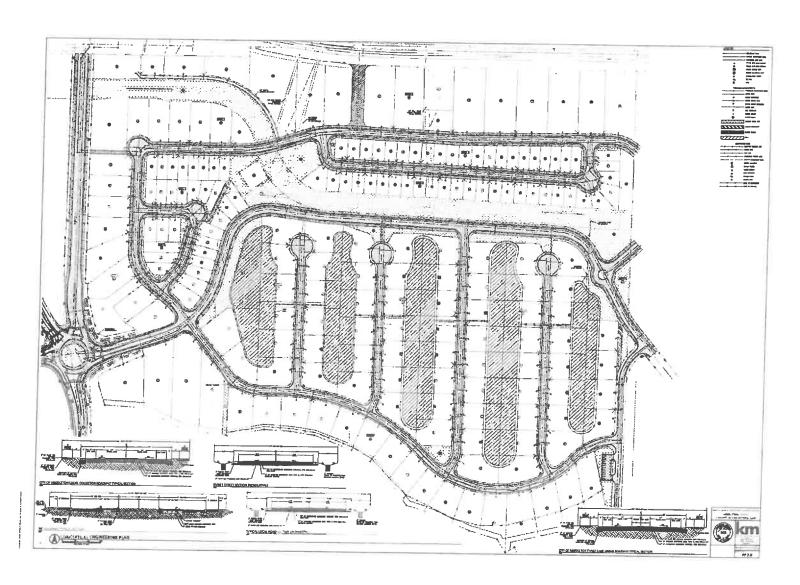


EXHIBIT "B"

Proposed Development Agreement

DRAFT – PROVISIONS PROPOSED TO DATE.

DEVELOPMENT AGREEMENT

This Development Agreement (Agreement) is entered into by and between the CITY OF MIDDLETON, a municipal corporation in the State of Idaho (City), and Watkins Properties L P, Hess Properties LLC, and (all owners inserted for both properties) (hereinafter referred to collectively as "Owner").

RECITALS

WHEREAS, Owner owns +/- 129 acres legally described in Exhibit A attached hereto, which real property is commonly referred to in the Canyon County Assessor's records as Parcel Nos. R3393800000 and R33938011 ("Property"); and

WHEREAS, Owner has applied to the City to annex and rezone the Property; and

WHEREAS, Owner intends to improve the Property according to the Middleton City Code and the City's public works standards at the time(s) the Property is improved; and

WHEREAS, the City, pursuant to Idaho Code §67-6511A, has the authority to conditionally rezone the property and to enter into a development agreement for the purpose of allowing, by agreement, a specific development agreement to proceed in a specific area and for a specific purpose or use which is appropriate in the area, but for which all allowed uses for the requested zoning may not be appropriate pursuant to the Idaho Code and Middleton City Code.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and in consideration of the recitals above, which are incorporated below, and the mutual covenants, representations, and performances herein bargained for, relied on, and expected, the parties agree as follows:

ARTICLE I LEGAL AUTHORITY

This Agreement is made pursuant to and in accordance with the provisions of Idaho Code §67-6511A and Middleton City Code, Title 5, Chapter 2.

ARTICLE II ZONING ORDINANCE AMENDMENT

The City will adopt an ordinance amending the Middleton Zoning Ordinance to rezone the property as follows: property described in Exhibit "B" shall be rezoned from County "Agricultural" to C-3 (Heavy Commercial); property described in Exhibit "C" shall be rezoned from County "Agricultural" to M-U (Mixed Use); and property described as Exhibit "D" shall be rezoned from County "Agricultural" to R-2 (Large Lot Residential). The Ordinance will become effective after it is approved, signed, published and recorded according to law, all of which actions the City will perform with the Developer's cooperation.

ARTICLE III CONDITIONS OF DEVELOPMENT

- 3.1 **Applications**. Owner will develop the Property subject to the conditions and limitations set forth in this Development Agreement. Further, Owner will submit such applications regarding floodplain development permit review, preliminary plat and final plat reviews, and/ or any special use permits, if applicable, and any other applicable applications as may be required by the Middleton City Code, which shall comply with the Middleton City Code, as it exists at the time such applications are made except as otherwise provided within this Development Agreement.
- 3.2 **Concept Plan.** The Concept Plan attached hereto as Exhibit "E" represents Owner's current concept for completion of the project. Owner shall be bound by this Concept Plan and shall develop the project generally consistent with the Concept Plan. However, as the project evolves, the City understands that certain changes in that concept may occur. If the City determines that any such changes are significant due to potential impacts on surrounding property or the community, City shall require Owner to apply, in compliance with City Code, for a Development Agreement Modification to address the proposed changes to the Concept Plan.
- 3.3 M-U Zone and Setbacks. Only single-family homes may be built in the M-U Zone. Minimum setbacks for said single-family homes shall be twenty (20) feet in the front yard; fifteen (15) feet in the rear yard, five (5) feet in the interior side yard, and twenty (20) feet in any street side yard. Cornices, canopies, and eaves that

do not increase the enclosed building area, may project into any setback up to two (2) feet. Unenclosed covered patios and porches may project into the front/rear setbacks up to five (5) feet.

- 3.4 **Deed Restrictions.** Single-family home lots in the M-U Zone shall be exclusively held for purchase and occupancy by persons who are 55 years or older or to the extent allowed under Idaho State law. All requirements related to the 55+homebuyer requirement for the homes located in the M-U Zone shall be accomplished by deed restrictions, the same being drafted and applied in compliance with the laws of the State of Idaho.
- Middleton Road Frontage Improvements. Owner shall, at its own 3.5 cost, construct all City required street improvements on Middleton Road as follows: (a) All City required frontages necessary to complete the entry road (E. Sawtooth Lakes Street) and access, which may be temporary or permanent, from Middleton Road shall be completed prior to Phase 1 final plat approval; (b) Before final plat for Phase 2 may be approved, Owner must construct and improve the remaining portions of the Middleton Road frontage, including the Owner's proportionate share of the planned roundabout at E. Sawtooth Lakes Dr ("Middleton Road Straightening Project"). If, however, the City has not yet approved the final design for the Middleton Road Straightening Project and/or is not ready for any reason to have the Middleton Road Straightening Project completed, then Owner shall pay a surety to the City in the form of a cashier's check, performance bond, or irrevocable letter of credit that shall include the estimated cost to construct Owner's proportionate share of one half (1/2)of the remaining portions of the Middleton Road Straightening Project multiplied by one hundred and fifty (150%) percent; and (c) prior to final plat approval for Phase 3, Owner shall construct all City required remaining portions of the Middleton Road Straightening Project, including the one half (1/2) portion that may have been the subject of a prior surety. However, if, for any reason, the City is still not ready to have the Middleton Road Straightening Project completed, then Owner shall, prior to final plat approval for Phase 3, submit a surety to the City in the form noted above based upon the estimated cost to construct the remaining portions of the Middleton Road Straightening Project multiplied by one hundred and fifty (150%) percent. [This provision is subject to change based upon upcoming hearings and potential approval of an updated Capital Improvement Plan for Middleton's Traffic Impact Fee Schedule.]
- 3.6 **Highway 44 Road Frontage Improvements.** Owner shall, at its own cost, improve all City required street frontages on Highway 44. Such improvements must be completed and accepted by the City before final plat approval for Phase 4 (as the phase is shown on the approved preliminary plat).
- 3.7 **Traffic Pro-rata/Proportionate Share Fees.** Owner shall pay all traffic impact and traffic pro-rata/proportionate share fees required by the City.

- 3.8 **Completion of E. Sawtooth Lakes Street.** Final plat for Phase 3 shall not be approved until a second access is constructed for the project. Owner may develop Phases 1 and 2 entirely without constructing a 2nd access that connects to Duff Lane, Middleton Road, Highway 44 or Boise Street. Owner agrees to enter into, and record, an agreement with the owner of the adjacent River Pointe Subdivision to complete, in the event that the River Pointe Subdivision is not developed, the portions of E. Sawtooth Lakes Street and/or Yetna Avenue located on the River Pointe Subdivision parcel to ensure access to either Duff Lane or Hwy 44. Final Plat for Phase 1 shall not be approved until Owner provides City with a copy of the recorded agreement between Owner and the River Pointe owner.
- 3.9 **East/West Collector.** Developer shall provide an east/west collector that connects to the subdivision to the east and provides access to Duff Lane. Parking shall not be allowed on this collector, and signs to that effect must be posted. No driveway access shall be allowed on the collector.
- 3.10 **Pathways**. The 10' wide asphalt pathways along the Kennedy Lateral shall be open for public use. Owner shall ensure that a public use easement is shown on the preliminary plat and final plat or otherwise created by a recorded instrument.

If the City so requires, Owner agrees to construct the pathways along the Kennedy Lateral below the embankment and nearer to the water level.

Owner shall improve and construct said pathways and obtain a license/easement from the pertinent Irrigation District(s) prior to approval of final plat for Phase 3 as the phase is shown on the approved preliminary plat. Owner and/or its successors and assigns are responsible for maintaining and repairing the portions of the pathway located within the Property.

- 3.11 **Extraction of Gravel.** Owner shall have the right to excavate the ponds as shown on the preliminary plat. Any extraction shall be in compliance with the following conditions:
 - 1. Comply with all submittal requirements of MCC 1-15-16-2 "Submittal Requirements for Mining Applications" and submit (1) a site plan with phasing plan, (2) an "operations plan", (3) SWPPP (4) traffic plan (on site and off site) and (5) reclamation plan before submittal to other agencies.
 - 2. Obtain a NOI prior to permit approval and beginning excavation.
 - 3. Obtain Water Rights permit for ponds to remain on site and provide the City with a copy of the water right/permit.
 - 4. Construction hours shall be Monday through Saturday 7 a.m. to 6 p.m. Once the first home is occupied in Phase 1, excavation in Phase 2 may only occur Monday through Friday 7 a.m. to 6 p.m.
 - 5. Obtain all permits from Army Corp of Engineers and/or Idaho Department of Water Resources related to FEMA Special Flood Hazard Areas.

- 6. Access shall be via No. Middleton Road.
- 7. Comply with all mitigation and other standards of the City Code, particularly MCC 1-15-16-3 Standards for Mineral Extraction and Nuisance standards of MCC 8-1.
- 8. Excavation of ponds may occur until September 1, 2027, although this time-period may be extended for 1 additional year upon written request to the Planning & Zoning Official. Before final plat can be approved for any phase, the pond in that particular phase must be completed and filled and all excess materials must be removed from the phase.
- 3.12 **Cell Phone Tower Facility.** A cell tower facility has existed on the Property for a number of years. The cell tower facility may continue in its current location and at its present capacity. In the event the cell tower facility use is intensified or substantially changed, Owner shall apply per the requirements of the City Code for a special use permit to change the wireless communication activity. In the event Owner transfers the ownership of the property where the cell tower is currently located, Owner will ensure that the transfer documents include the requirements of this Development Agreement.
- 3.13 **Landscape Buffer.** Owner is not subject to the landscape buffer requirement of Middleton City Code 5-4-10-7(A) for all areas where a residential lot does not directly abut with a commercial lot but are located on the same street or similar proximity. Instead, Owner shall construct a landscape buffer at least 15' wide, and the landscaping may or may not include berming and/or fencing. The 15' wide buffer shall be required along all streets that are shared with both a commercial use and a residential use. The 15' wide buffer must be located entirely on one side of the street. It cannot be split between each side of the street.

At locations where a commercial lot directly abuts a residential lot, the landscape buffer requirement found in MCC 5-4-10-7(A) shall apply.

- 3.14 **Wrought Iron Fencing.** Only black wrought iron fencing shall be allowed in the project. This includes the perimeter fence required by MCC 5-4-11-2. The perimeter fence may be less than the six (6) foot height prescribed in MCC 5-4-11-2, but the fence height must be a minimum height of four (4) feet. These fencing requirements do not apply to any privacy walls constructed around patios or near the building structure.
- 3.15 **Design Requirements for Commercial Structures/Uses.** Because all commercial buildings will be accessed off internal roads, the rear and street sides of the structures will face the frontage of Middleton Road and Hwy 44. To prevent unsightly elevations fronting the roadway, the rear and street side elevations of all commercial buildings shall have enhanced exterior elevations that shall include at least three (3) different design elements or architectural features. Specifically, said elevations shall have a combination of stucco, wood/cement siding, board & batt,

 $\begin{tabular}{ll} Development Agreement-River Ranch Crossings Subdivision-Commercial Page 5 \end{tabular}$

modern metal siding, synthetic stone/brick, and/or other accent such as wood beams, metal pop-outs, awnings, inset panels or similar accents.

- 3.16 **Signage.** Owner may exceed the one wall sign limit found in the Middleton City Code and may be permitted signs on both the rear elevation and front elevation of a commercial building that has its rear elevation fronting Highway 44 or Middleton Road.
- 3.17 **CC&Rs.** The conditions, covenants and restrictions for the Property shall contain at least the following:
 - a) An allocation of responsibility for repair and maintenance of all community and privately owned landscaping, pressurized irrigation facilities, and amenities. Owner shall provide an operation and maintenance manual including the funding mechanism as an addendum to the CC&Rs and the repair and maintenance requirement shall run with the land and that the requirement cannot be modified and that the homeowner's association or other entity cannot be dissolved without the express consent of the City.
 - b) A requirement that in the event any of the CC&Rs are less restrictive than any government rules, regulations or ordinances, then the more restrictive government rule, regulation or ordinances shall apply. The CC&Rs are subject to all rules, regulations, laws and ordinances of all applicable government bodies. In the event a governmental rule, regulation, law or ordinance would render a part of the CC&Rs unlawful, then in such event that portion shall be deemed to be amended to comply with the applicable rule, regulation, law or ordinance.
- 3.18 **Floodplain.** Owner shall comply with all applicable provisions of Title 4, Chapter 3 Flood Control Regulations and Title 5, Chapter 4, Section 13, Subsection 2, Subdivision Within Floodplain, of the Middleton City Code.
- 3.19 **Floodway.** All buildings shall be setback a minimum of 50 -feet from the floodway line as identified In Title 4, Chapter 3, Section 7, Subsection 5 Specific Standards of Middleton City Code.
- 3.20 Administrative Application for C-3 Zone Changes. In light of the large commercial component of this project and the need for commercial flexibility, Owner shall be allowed some flexibility with respect to the phasing and lot line configurations of the C-3 portion of the project. Specifically, Owner shall be allowed to pay a fee of \$1000 and make an administrative application to the City Planning & Zoning Official to change the phasing boundaries and/or number of phases in the C-3 Zone. Additionally, the administrative request may apply to alter lot lines to decrease or increase the number of commercial lots and make minor or insignificant reconfigurations of roadway and/or utilities within the affected Phase. If the

Planning & Zoning Official deems the changes to lot lines, roadways, and utilities too significant, Owner must utilize the Amended Preliminary Plat process found in the Middleton City Code.

- 3.21 Centerline Radius. Owner shall be allowed a roadway minimum centerline radius of ninety (90) feet.
- 3.22 Final Plat Deadline & Termination of Agreement. Owner shall obtain City Engineer's signature on the final plat for Phase $\bar{1}$ within two years of the date the preliminary plat is approved. Upon written request prior to the expiration of said two year period, Owner may apply administratively with a written request for a one year extension to obtain City Engineer's signature on the final plat for Phase 1. Notwithstanding the provisions in Article IV, if Owner does not obtain the City Engineer's signature on the final plat for Phase 1 within two years of the date the preliminary plat is approved or within the time-period of a one year extension, then Owner will be in material breach of this Agreement. Additionally, the preliminary plat shall become null and void. The City, after complying with the notice and hearing requirements contained in the Middleton City Code and Idaho Code, may then choose to extend, modify, or terminate this Agreement. The City may initiate the foregoing proceedings and may do so at any time following a material breach hereof. Termination of this Agreement shall not affect the zoning that is in place at the time of the termination, and the zoning for the Property shall remain the same. No delay in initiating proceedings to extend, modify, or terminate this Agreement following a material beach by Owner shall constitute a waiver of said breach.
- 3.23 **Two Year intervals for Final Plat.** Owner shall be required to obtain the Engineer's signature on each phase's final plat within two years of final plat approval on the previous phase. Upon written request prior to the expiration of said two year period, Owner may apply administratively with a written request for a one year extension to obtain City Engineer's signature on the final plat under consideration. If Owner does not timely apply for a one year extension or does not subsequently obtain the Engineer's signature on the final plat within the one year extension time period, then the preliminary plat for said phase and all subsequent phases shall become null and void, and Owner must resubmit the preliminary plat for said phases in order to continue to develop the Property.

ARTICLE IV FAILURE TO COMPLY WITH AGREEMENT

4.1 If the Developer fails to comply with any of the terms or conditions in this Agreement, then the portion(s) of this Agreement pertaining to the breach may be modified or terminated by the Middleton City Council, after complying with the notice and hearing requirement contained in Middleton City Code and Idaho Code.

If after a breach, the City Council determines that the terms of this Agreement applicable to the breach should be modified, the term(s) of this Agreement shall be amended and the Developer shall comply with the amended terms.

Any breach waived by the City shall apply solely to the breach waived and shall not bar any other rights or remedies of the City or apply to any subsequent breach of any such or other covenants and conditions.

- 4.2 If after a breach, the City Council determines that the zoning should be changed to another zone, or as otherwise provided in the Idaho Code, then the Developer hereby consents to such change or other authorized action and will cease uses not allowed or permitted within the changed zone.
- 4.3 Upon a breach of this Agreement, any of the parties in any court of competent jurisdiction, by action or proceeding at law or in equity, may secure the specific performance of the covenants and agreements herein contained, may be awarded damages for failure of performance of both, or may obtain rescission, disconnection, and damages for repudiation or material failure of performance.
- 4.4 NOTICE OF FAILED PERFORMANCE. Upon any failure of any party to this Agreement to perform its obligations under this Agreement, the party claiming such failure shall notify, in writing, the party alleged to have failed to perform of the alleged failure and shall demand performance. No breach of this Agreement may be found to have occurred if performance has commenced to the satisfaction of the complaining party with thirty (30) days of the receipt of such notice.

ARTICLE V GENERAL PROVISIONS

- 5.1 This Agreement contains the entire agreement of the parties respecting the Property and supersedes all prior discussions, and written and verbal agreements between the parties respecting the Property.
- 5.2 Any amendment or addendum to this Agreement shall be in writing and made only after the City has complied with the notice and hearing provisions of Idaho Code §67-6509 and Middleton City Code Title 5, Chapter 2.
- 5.3 Any notice that a party may desire to give to another party must be in writing and may be given by personal delivery, by mailing the same registered or certified mail with a return receipt requested, or by Federal Express or other reputable overnight delivery service. Notice shall be given to the parties at the following addresses or such other address and to such other persons as the parties may designate after giving notice. Any such notice shall be deemed given upon

delivery if by personal delivery, upon deposit in the United States mail if sent by mail pursuant to the forgoing:

Middleton: City Clerk

City of Middleton P.O. Box 487

Middleton, Idaho 83644

Developer: Watkins Properties L P

10038 Turner Drive Middleton, Idaho 83644

Hess Properties, LLC 15031 Spyglass Lane Caldwell ID 83607

- 5.4 If either party shall fail to perform under this Agreement and said failure is cured with the assistance of an attorney for the other party, as a part of curing said failure, the reasonable attorneys' fees incurred by the other party shall be reimbursed to the other party upon demand. In the event a suit or action is filed by either party against the other to interpret or enforce this Agreement, the unsuccessful party to such litigation agrees to pay to the prevailing party all costs and expenses, including reasonable attorneys' fees incurred therein, including the same with respect to an appeal.
- 5.5 The Agreement shall be effective after being fully executed. This Agreement shall become valid and binding only upon its approval by the City Council and execution of the Mayor and City Clerk. After its execution, the Agreement shall be recorded in the office of the County Recorded at the expense of the Developer.
- 5.6 Each commitment and restriction described in this Agreement shall be a burden on the Property and run with the land, and shall be appurtenant to and for the benefit of the Property, adjacent property and other residential land near the Property.

This Agreement shall be binding on the City and Developer, and their respective heirs, administrators, executors, agents, legal representatives, successors and assigns. Provided, however, that if all or any portion of the Property is divided, then each owner of a legal lot shall only be responsible for duties and obligations or breaches as to their owners' parcels or lots.

The new owner of the Property or any portion thereof (including, without limitation, any owner who acquires its interest by foreclosure, trustee's sale or otherwise) shall be liable for all commitments and other obligations arising under this Agreement with respect only to such owner's lot or parcel.

County, Idaho and the terms of this Aplaws of the State of Idaho in effect at this	subject of this Agreement is located in Canyon greement shall be construed according to the is time this Agreement is executed. Any action ment shall be brought in a court of competent Idaho.						
5.8 If any term, provision, commitment or restriction of this Agreement or the application thereof to any party or circumstance shall to any extent be held invalid or unenforceable, the remainder of this instrument shall remain in full force and effect.							
5.9 Time is of the essence for performance of each obligation in this Agreement.							
IN WITNESS WHEREOF, the par be executed, on the day and year first al	ties have hereunto caused this Agreement to oove written.						
Dated this day of annexation of the Property.	2020 and effective upon						
CITY OF MIDDLETON	ATTEST						
By:Steven J. Rule, Mayor	By: Becky Crofts, City Clerk						
State of IDAHO) ss. County of)							
personally appeared before me Steven I.	on this day of, 2020, Rule, who, being first duly sworn, declared ton, Idaho and signed it as Mayor of the City						
	Notary Public My Commission Expires:						

DEVELOPER:				
Ву:				
State of IDAHO)			
County of)	SS.		
I, a notary public, do h personally appeared b first duly sworn, decla	efore me		this day o	f 2020 who, being
		Ñ	lotary Public	
			ly Commission Exp	ires:

EXHIBIT "C"





TERRY MCENTEE, PRESIDENT PAT MCENTEE, VICE PRESIDENT

P.O. BOX 15010 - ZIP 83715 5040 SOUTH APPLE BOISE, IDAHO

> PHONE (208) 338-0818

> > FAX (208) 338-1329

E-MAIL: info@GentralPaving.com Website: www.CentralPaving.com

City of Middleton Planning and Zoning Department PO Box 487 Middleton, ID 83644

Re: Public Hearing Notice – Annexation/Rezone, Preliminary Plat, Development agreement, and Comprehensive Plan Map Amendment (River Walk Crossing Subdivision)

Planning and Zoning Commission:

In response to the letter we received regarding the public hearing notice for the River Walk Crossing Subdivision, we would like to bring to your attention our mining/hot plant operation located on the property to the south end of the proposed subdivision. Central Paving Co., Inc. owns and operates a gravel pit and has a conditional use permit to erect and operate an asphalt hot plant. Our activities include the use of heavy equipment such as loaders, excavators, rock crushing equipment, asphalt hot plant, and tractor trailers. As you know this type of work can be disturbing for a residential area. We feel this is an important factor to consider due to the nature of the purposed development. Please reach out if you wish to discuss this matter further or have additional questions.

Sincerely,

Rebecca Strickland

Controller

EXHIBIT "D"

Comments from Agencies



CANYON HIGHWAY DISTRICT No. 4 15435 HIGHWAY 44 CALDWELL, IDAHO 83607

TELEPHONE 208/454-8135 FAX 208/454-2008

June 28, 2021

Middleton City Council and Planning and Zoning Commission 1103 West Main Street Middleton, ID 83644 Attention: Roberta Stewart, P&Z

Hess Properties, LLC c/o KM Engineering 5725 N. Discovery Way Boise, Idaho 83713 Attention: Joe Pachner, P.E.

RE: River Ranch Crossing Subdivision
Preliminary Plat- Middleton Rd & Traffic Impacts

Dear Roberta:

Canyon Highway District No. 4 (CHD4) has reviewed the preliminary plat for the proposed River Ranch Crossing Subdivision dated July 2, 2021, and offers the following comments:

General

- 1. CHD4 has jurisdiction over, and operates and maintains Middleton Rd south of Sawtooth Drive adjacent to the proposed development on the westerly boundary. Additionally, CHD4 operates and maintains Duff Lane and Lincoln Rd which will be indirectly affected by the proposed development. By policy, CHD4 may consider adopting adjacent city standards for road section, access controls, and other urban features for projects within city area of impact and within one mile of city limits. This subject property is proposed for annexation into into the City of Middleton.
- 2. CHD4 requests that the City include as part of any development agreement for the project a clause requiring dedication of public right-of-way for Middleton Rd (and any other public road as desired by the City) upon written request of the City, to facilitate construction of public roadway improvements independent of the timing of the proposed development.
- 3. The City should, through exactions or other fees, determine and require a proportionate share of the costs necessary to improve capacity at local intersections affected by new traffic from the development, including but not limited to Middleton Rd/Sawtooth Drive and Middleton Rd/Lincoln Rd. No other local funding sources for these improvements is currently available to CHD4.
- 4. The preliminary plat does not include consideration for re-alignment of SH 44 south of existing downtown Middleton. If alternatives for development of this bypass route are not included with this (and other nearby) preliminary plats or development plans, no other reasonable alternative alignment for SH 44 is available due to existing development north and south of the city. This will significantly limit the opportunity to add additional east-west traffic capacity within city limits to serve new growth and development. If the opportunity for a bypass/alternate route is abandoned now, it is gone forever in all practical terms.
- 5. Ember Street closely matches an existing road name in Canyon County (Ember Rd, located between Middleton & Duff north of Purple Sage Rd) and may cause confusion for emergency responders. As this road is not continuous, and will never connect to the existing Ember Rd, consider an alternate name.

Access

- Middleton Rd is designated as a principal arterial on the functional classification maps adopted by CHD4, Canyon County, and the City of Middleton. The Sawtooth Drive collector road access to Middleton Rd is consistent with the Middleton Rd Corridor Plan (2016) adopted by the City and CHD4. There does not appear to be any other public road access proposed by the development, although future connection to Duff Lane through River Pointe Subdivision to the east appears to be planned.
- 2. The proposed Sawtooth Drive access to Middleton Rd appears to be offset approximately 45-feet south of the existing Sawtooth Drive approach to the west. CHD4 recognizes this offset is planned to accommodate a roundabout at the Sawtooth/Middleton intersection in the future; however this geometry will not accommodate any interim access as the left turn movements for the two Sawtooth Drive approaches will overlap, causing conflicts and potential safety concerns. To correct this conflict, the roundabout should be constructed prior to or in conjuction with the east Sawtooth approach, or the east Sawtooth approach should be temporarily located to align with the west Sawtooth approach until a roundabout can be constructed. Alternatively, the Sawtooth Drive approaches could be limited to right-in-right-out for interim operation.
- 3. The Ember Street connection east to River Street does not appear consistent with the preliminary plat for River Pointe Subdivision dated May 5, 2021.

Traffic Impacts

CHD4 has reviewed the Traffic Impact Study (TIS) dated November 24, 2020 for River Ranch Crossing, and provides the following comments:

- The TIS dated 11/24/20 appears to include a re-alignment of SH 44 through portions of the
 development, and references a connection to SH 44 via "Marjorie Drive" referenced as a "Closed
 Right-of-Way". If this connection is not planned for use, the traffic impacts assumed for the
 Sawtooth Drive connection to Middleton Rd, and the future connection through River Pointe
 Subdivision to Duff are likely understated in the TIS.
- 2. The TIS states that both left and right turn lanes are warranted for the existing and 2025 build-out conditions at the Sawtooth Drive approaches to Middleton Rd. The proposed east Sawtooth Drive approach to Middleton Rd should not be placed into service (even for construction traffic) until these turn lanes have been constructed due to the existing high through volumes on Middleton Rd, and the potential for increased crash rates at the intersection. Construction of a roundabout at the intersection would replace the need for the auxiliary turn lanes.
- 3. The TIS states that the existing NB Duff Lane approach to SH 44 functions at LOS E under current (2020) conditions. To avoid further increase in delay at this intersection, and to prevent additional crashes caused by the increase in delay, CHD4 recommends delaying construction of a public road connection to Duff Lane serving River Ranch Crossing and/or River Pointe Subdivisions until adequate additional capacity is available at the Duff/SH 44 intersection.

Please feel free to contact me with any questions on these comments. Respectfully,

Chris Hopper, P.E. District Engineer

CC: File: Middleton_Middleton Rd- River Ranch Crossing Subdivision

Communities in Motion 2040 2.0 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040 2.0* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guldance document based on CIM 2040 2.0 goals.

Development Name: River Pointe and River Walk Crossing Agency: Middleton

CIM Vision Category: Future Neighborhoods

New households: 274 New jobs: ±80 Exceeds CIM forecast: No

CIM Corridor: Highway 44 Pedestrian level of stress: R Bicycle level of stress: R



Housing within 1 mile: 1,080
Jobs within 1 mile: 540
Jobs/Housing Ratio: 0.5



Nearest police station: 3.4 miles Nearest fire station: 2.5 miles



Farmland consumed: Yes
Farmland within 1 mile: 844 acres



Nearest bus stop: >4 miles
Nearest public school: 0.7 miles
Nearest public park: 0.1 miles
Nearest grocery store: 0.5 miles

Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with **G or PG** ratings better support bicyclists and pedestrians of all ages and comfort levels.

A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.

Developments within 1.5 miles of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.

Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.

Residents who live or work less than ½ mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.

Recommendations

The proposed River Pointe and River Walk Crossing subdivision is situated on the south of State Highway 44 in the direct alignment of the SH-44 bypass. As you know, COMPASS works closely with member agencies to develop the regional long-range transportation plan for Ada and Canyon Counties. This plan identifies the vision for growth and the transportation system to support that growth. The long-range transportation plan also enables transportation agencies to maximize the use of the limited transportation dollars in a comprehensive and coordinated approach. The SH-44 bypass has been included in the region's long-range transportation plans since 2003. The current long-range transportation plan, *Communities in Motion 2040 2.0* (CIM 2040 2.0), identified the SH-44 bypass in Middleton as key to the overall efficiency and safety of this corridor. SH-44, including the Middleton bypass, is currently considered the third highest state system priority in CIM 2040 2.0, after Interstate 84 and US Highway 20/26.

Not only has this project been included in the long-range transportation plans since 2003, but it had its genesis a few years earlier in a corridor study that began in 1999. The corridor study later became an environmental assessment (EA). Multiple agencies have been working together to support the development, completion, and eventual adoption of the SH-44 EA. For the past eighteen years, decisions about regional land uses and the transportation system have been influenced by/depend on the future bypass.

This spring the Idaho Legislature passed HB362, which Governor Little signed on May 10, 2021, to increase sales tax distribution to the Transportation Expansion and Congestion Mitigation Fund, to allow for large infrastructure projects. This increase allows at least \$80M per year for capacity projects, with the added ability to bond. If the SH-44 EA can be completed and approved, the project could move forward with the newly available funding.

As recent and future growth will bring added traffic to SH-44, the bypass is needed to maintain a state route as an efficient corridor to access jobs, services, and other communities, while ensuring Middleton's downtown is safe for pedestrian access to nearby schools and businesses. COMPASS has committed almost \$4.7 million dollars in the regional transportation improvement program to construct South Cemetery Road, from Highland Drive to Willow Creek, linking SH-44 and Middleton Road. If the bypass does not come to fruition, there could be unintended consequences, such as drivers choosing to use the Cemetery Road extension to avoid the impending congestion through the City of Middleton due to growth. The bypass was designed to carry/serve this additional traffic. Local land use and transportation plans were developed based on this understanding of the need for a SH-44 bypass in Middleton. Without this bypass, we anticipate a degradation of other roads and an inability to effectively and safely serve future growth. Sections of Highway 44 from Star Road to Linder Road are in the COMPASS Regional Transportation Improvement Program for construction scheduled in 2023 and 2024 (Key #20574 and Key #20266).

More information about COMPASS and Communities in Motion 2040 2.0:

Web: www.compassidaho.org
Email info@compassidaho.org
More information about the development review process: http://www.compassidaho.org/dashboard/devreview.htm



SH-44 (State Street), SH-16 to Linder Road, Ada County

Regionally Significant:

✓ Inflated

COMPASS PM:

Federal PM:

Key #: 20266

Requesting Agency: ITD Project Year: 2023

Congestion Reduction/System Reliability Freight Movement and Economic Vitality Transportation Safety

Total Previous Expenditures: \$463 Total Programmed Cost: \$8,760

Community Infrastructure

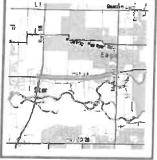


Total Cost (Prev. + Prog.): \$9,223

Project Description: Add an additional westbound and eastboud lane to improve congestion and

reduce crashes along State Highway 44 (State Street), from State Highway 16

to Linder Road near the City of Eagle.



unding S	ource TECM	1000	Pro	gram S	tate Hwy - Sale	ely & Capacity (Capacity	Local Match 10	00 00%
Cost Year*	Preliminary Engineering	Prefiminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	90	0	0	0	0	90	l 0	90
2023	0	0	0	0	765	7,905	8.670	0	8.670
Fund Totals:	\$0	\$90	\$0	\$0	\$765	\$7,905	\$8,760	\$0	\$8,760

SH-44 (State Street), Star Road to SH-16, Ada County

Regionally Significant: 🗹

Requesting Agency: ITD

✓ Inflated

COMPASS PM:

Federal PM:

Key#: 20574

Congestion Reduction/System Reliability Freight Movement and Economic Vitality

Transportation Safety

Community Infrastructure



Project Year: 2024 Total Previous Expenditures: \$1,400 Total Programmed Cost: \$11,836 Total Cost (Prev. + Prog.): \$13,236

Project Description: Widen State Highway 44 (State Street) from Star Road to State Highway 16 in

Ada County. An additional lane in both directions will alleviate congestion

issues and improve safety.

Control March 1975	ource TECM					ety & Capacity	Capacity)	Local Match 10	00.00%
, Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	61	0	1,000	0	0	0	1.061	0	1,061
2024	0	0	0	0	704	10.071	10,775	0	10,775
Fund Totals:	\$61	\$0	\$1,000	\$0	\$704	\$10,071	\$11,836	\$0	\$11,836

MIDDLETON RURAL FIRE DISTRICT



STAR FIRE PROTECTION DISTRICT

DATE:

June 22, 2021

TO:

City of Middleton, Planning & Zoning

City of Middleton, Council

FROM:

Victor Islas, Deputy Chief

SUBJECT:

Fire District Review

PROJECT NAME:

River Ranch Crossing

Fire District Summary Report:

Overview: This development can be serviced by the Middleton Rural Fire District. This development shall comply with the 2018 International Fire Code (IFC) and any codes set forth by the City of Middleton, Idaho.

Fire Response Time: This development will be served by the Middleton Rural Fire District Station 53, located at 302 E. Main St., Middleton, Idaho. Station 53 is 0.6 miles with a travel time of 2 minutes under ideal driving conditions to the proposed entrance of the development.

Accessibility: Roadway Access, Traffic, Radio Coverage

Access roads shall be provided and maintained following Appendix D and Section 503 of the IFC. Access shall include adequate roadway widths, signage, turnarounds, and turning radius for fire apparatus.

One- or two-family dwelling residential developments: Development of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with at least two separate and approved fire apparatus access roads.

Note: The current proposed entrance design off Middleton Rd to E. Sawtooth Lake Dr. will be sufficient for development of phases 1 & 2. Development of phases 3, 4 and 5 will require additional access.

The fire district requires that Autoturn models be submitted for review. Autoturn models should be reflect the utilization of a 36' long fire engine and 50' ladder truck.

An unobstructed vertical clearance of no less than 13 feet 6 inches shall be always maintained.

Access road design shall be designed and constructed to allow for evacuation simultaneously with emergency response operations.

All access roads in this development shall remain clear and unobstructed during construction of the development. Additional parking restrictions may be required as to always maintain access for emergency vehicles. Hydrants shall always remain unobstructed per city code.

(208) 286-7772 11665 W. STATE ST., SUITE B STAR, IDAHO 83669

MIDDLETON RURAL FIRE DISTRICT



STAR FIRE PROTECTION DISTRICT

The developer shall provide a designated access point(s) to watercourse and bodies of water as requested by the Fire District for emergency services. Access shall have an unobstructed width of not less than 12 feet exclusive of shoulders with an unobstructed vertical clearance of not less than 13 feet 6 inches. The drivable surface shall be capable of supporting the imposed load of fire apparatus weighing at least 35,000 pounds. The access shall be protected from unauthorized vehicles using MaxiForce collapsible bollards. The access shall also be marked with signs on both ends of the access point reading "Emergency and Authorized Vehicles ONLY".

The applicant shall work with City of Middleton, Canyon County and Fire District to provide an address identification plan and signage which meets the requirements set forth by each agency. Addressing shall be placed in a position that is plainly legible and visible from the street or road fronting the property, as set forth in International Fire Code Section 505.1

Upon commencement of initial construction of a new structure, a clear visible freestanding sign or post hall be erected and maintained in place until the permanent address numerals are attached or otherwise displaced upon the premises at completion.

Specialty/Resource needs: None

Water Supply:

Water supply requirements will be followed as described in Appendix B of the 2015 International Fire Code unless agreed upon by the Fire District.

- 1. Fire Flow: One- and two-family dwellings not exceeding 3,600 square feet require a fire-flow of 1,000 gallons per minute for a duration of 1 hours to service the entire project. One- and two-family dwellings in excess of 3,600 square feet require a minimum fire flow as specified in Appendix B of the International Fire Code.
- 2. Water Supply: Acceptance of the water supply for fire protection will be by the Fire District and water quality by the City of Middleton for bacteria testing.
- 3. Water Supply: Final Approval of the fire hydrant locations shall be by the Star Fire Protection District or their designee in accordance with International Fire Code Section (IFC) 508.5.4 as follows:
 - a. Fire hydrants shall have a Storz LDH connection in place of the 4 ½" outlet. The Storz connection may be integrated into the hydrant, or an approved adapter may be used on the 4 1/2" outlet.
 - b. Fire hydrants shall have the Storz outlet face the main street or parking lot drive aisle.
 - c. Fire hydrants shall be placed on corners when spacing permits.
 - d. Fire hydrants shall not have any vertical obstructions to outlets within 10'.
 - e. Fire hydrants shall be placed 18" above finished grade to the center of the Storz outlet.
 - f. Fire hydrants shall be provided to meet the requirements of the City of Middleton.
 - g. Show all proposed or existing hydrants for all new construction or additions to existing buildings within 1,000 feet of the project.

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MIDDLETON RURAL FIRE DISTRICT



STAR FIRE PROTECTION DISTRICT

Inspections:

Final inspection by the Fire District of the above listed including hydrant flow must be completed before building permits are issued

Additional Comments:

Streetlights shall be turned on once residential building begins, Lighting is essential in assisting first responders with identifying entrances safely while responding to calls for service.



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028 (208) 334-8300 • itd.idaho.gov

June 28, 2021

Roberta Stewart
City of Middleton, Planning & Zoning
1103 W. Main St.
P.O. Box 487
Middleton, ID 83644
Phone: (208) 585-3133
rstewart@middletoncity.com

VIA EMAIL

RE: River Ranch Crossing - ITD Site Plan Comments

Dear Ms. Stewart,

The Idaho Transportation Department (ITD) appreciates the opportunity to review the proposed River Ranch Crossing Preliminary Plat (dated 6/2/2021) that is planned for distribution at the city of Middleton's upcoming July 12th public hearing. We realize the city also requires ITD's formal traffic impact study (TIS) comments prior to the public hearing that will describe acceptability of the proposed SH-44 access across from Marjorie Avenue as well as any other improvements needed to mitigate for impacts to the State Highway System. Based on the provided Preliminary Plat, ITD is unable to provide any comments on the TIS.

The department is actively moving forward with the draft SH-44 corridor plan with intent to secure approval of the associated environmental document from the Federal Highway Administration (FHWA). The corridor plan includes the Middleton Alternate Route, which bisects River Ranch Crossing. River Ranch Crossing's Preliminary Plat does not provide any setback for the future alternate route. ITD does not expect the city to require the developer to dedicate land towards the future alternate route, but it is necessary for future right-of-way to be preserved. Project costs will increase astronomically to the point of making the alternate route unfeasible if residential houses and/or commercial buildings are allowed to construct within future right-of-way limits.

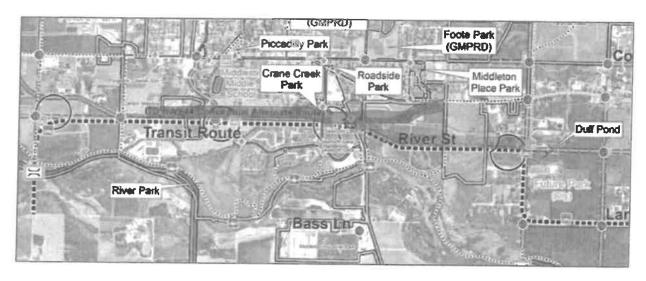
We also compared River Ranch Crossing's Preliminary Plat with the city of Middleton's Comprehensive Plan and Maps adopted on December 4, 2019, and available from the City's website. The Preliminary Plat does not comply with the comprehensive plan. The map titled, "Map 3: COMPREHENSIVE PLAN — Transportation, Schools, and Recreation Map includes the road features "ITD HWY 44 Conceptual Alternate Route" and River Street. The alternative route is not included on the River Ranch Crossing Preliminary Plat. River Street is included in the

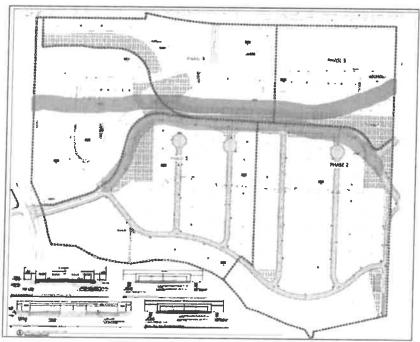


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Preliminary Plat but does not maintain the intent of what is shown in Map 3 that serves as an arterial route between the SH-44 Alternate Route and Duff Lane. Please see diagrams below.





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Included on the City's website, Planning and Zoning page, Comprehensive Plan, 2019 Comprehensive Plan Updated Maps, is the "City of Middleton Crane Creek Park" map that includes a 100-foot wide "River Street (Future)" feature. River Street as shown in the Preliminary Plat is only 60-feet wide.

At this time, ITD is unable to complete our review of the River Ranch Crossing TIS based on the above-described concerns. We support economic development within the city of Middleton, but cannot support a development that is in conflict with the SH-44 corridor plan that we have been working on for years with our local agency partners.

Please accept this letter as ITD's formal objection to the development unless significant changes to the preliminary are implemented.

I ask that as the city of Middleton evaluates future development, it be mindful of how the development's traffic accesses SH-44 and whether it is in alignment with the draft SH-44 corridor plan. This plan has been developed to serve the needs of your growing community and the needs of travelers on the State highway. ITD looks forward to working with the City as you plan and grow your community and together we continue ITD's mission of "Your Safety. Your Mobility. Your Economic Opportunity."

Sincerely,

Erika R. Bowen, P.E.

ale R. Boun

ITD - District 3

Development Services Technical Engineer

Cc:

Caleb Lakey – ITD

Matt Stoil – COMPASS

Dan Lister – Canyon County

From:

Erika Bowen Roberta Stewart

To: Cc:

Joe Pachner; Stephanie Hopkins; Becky Crofts; Amy Woodruff; Tyler Hess; Sarah Ariona; Mark Wasdahl; Jayme

Coonce; Caleb Lakey; Dan Lister; mstoll@compassidaho.org; Jake Melder

Subject:

RE: [EXTERNAL] Revised River Ranch Crossing for ITD review

Date:

Monday, June 28, 2021 8:40:10 AM

Attachments: image003.png

19-053 Preliminary Plat 06.2,2021 Signed COPY,pdf

6-28-2021 River Ranch Crossing Site Plan - ITD Comments.pdf

Hi Roberta-

ITD reviewed the provided preliminary plat that will be presented to the Planning and Zoning Commission on July 12th. At this time ITD is unable to complete our review of the River Ranch Crossing Traffic Impact Study based on a number of concerns regarding the Preliminary Plat and how it does not comply with the City of Middleton's Comprehensive Plan nor ITD's draft SH-44 corridor plan. Please find details of our concerns in the attached letter.

Thanks.

Erika R. Bowen, P.E.

1TD District 3 Development Services Technical Engineer

From: Roberta Stewart <rstewart@middletoncity.com>

Sent: Thursday, June 17, 2021 1:52 PM

To: Sarah Arjona Sarah.Arjona@itd.idaho.gov>; Erika Bowen Erika.Bowen@itd.idaho.gov>; Mark
Wasdahl
Wasdahl Mark.Wasdahl@itd.idaho.gov>
; Jayme Coonce
Jayme.Coonce@itd.idaho.gov>

Cc: Joe Pachner <Joe@kmengllp.com>; Stephanie Hopkins <shopkins@kmengllp.com>; Becky Crofts
 <bcrofts@middletoncity.com>; Amy Woodruff <amy@civildynamics.net>; Tyler Hess

<tyler@hesspropertiesidaho.com>

Subject: [EXTERNAL] Revised River Ranch Crossing for ITD review

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Hi Erika and Sarah: you have been working with Stephanie Hopkins of KM Engineers on review of this River Ranch Crossing preliminary plat in Middleton, Idaho. It is the large commercial/residential plat that is closely connected to Brian Burnett's River Pointe Subdivision, which you recently reviewed.

This is the 4th version of River Ranch's plat, and it is the version that we will be taking to the Planning & Zoning Commission for public hearing on July 12, 2021. It is not terribly different from the last version you reviewed, but it is different. One of the differences is the fact that the Hwy 44 bypass Right of Way is missing per emails between Mayor Rule and Caleb Lakey. Earlier, Sarah had asked that the right of way be re-inserted into the plat, but the City is not requiring that right of way, as you know.

We are requesting that you re-review and revise as necessary your earlier Traffic Findings and Technical Report. If you need me to resend Burnett's River Pointe pre-plat to see how the 2

subdivisions connect, please let me know and I will send it right away. Thanks for your help.

Roberta L. Stewart

PLANNER
City of Middleton, Planning & Zoning
1103 W. Main St.
P.O. Box 487
Middleton, ID 83644

Tele - (208) 585-3133 Fax - (208) 585-9601 rstewart@middletoncity.com

www.middleton.id.gov



From: Sarah Arjona < Sarah. Arjona@itd.idaho.gov>

Sent: Monday, April 19, 2021 10:36 AM

To: Stephanie Hopkins <shopkins@kmengllp.com>; Erika Bowen <Erika.Bowen@itd.idaho.gov>; Mark Wasdahl Mark Wasdahl@itd.idaho.gov">Mark Wasdahl@itd.idaho.gov; Jayme Coonce@itd.idaho.gov>; Becky Crofts Mark.Wasdahl@itd.idaho.gov; Rachel Speer Mark.Wasdahl@itd.idaho.gov; Rachel Speer Mark.Wasdahl@itd.idaho.gov; Rachel Speer Mark.Wasdahl@itd.idaho.gov; Rachel Speer Mark.Wasdahl@itd.idaho.gov; Amy Woodruff Mark.Wasdahl@itd.idaho.gov; Roberta Stewart Mark.Wasdahl@itd.idaho.gov; Speer Mark.Wasdahl@itd.idaho.gov; Tyler Hess Mark.Wasdahl@itd.idaho.gov; Jordahl@itd.idaho.gov; Jordahl@itd.idaho.gov; Jordahl@itd.idaho.gov; Jordahl@itd.idaho.gov; Jord

Cc: Joe Pachner < Joe@kmengllp.com>

Subject: RE: [EXTERNAL] River Ranch Crossing and River Pointe layouts

Stephanie,

Can you provide a site plan with the SH-44 future alternate route overlay please?

Thank you.

Sarah Arjona Development Services Coordinator ITD District 3 (208) 334-8338 From: Stephanie Hopkins < shopkins@kmengllp.com>

Sent: Monday, April 19, 2021 10:27 AM

To: Erika Bowen Erika.Bowen@itd.idaho.gov">Erika.Bowen@itd.idaho.gov; Sarah Arjona Sarah.Arjona@itd.idaho.gov; Mark Wasdahl Mark.Wasdahl@itd.idaho.gov; Jayme Coonce Jayme.Coonce@itd.idaho.gov; Becky Crofts Ericonal Coonce@itd.idaho.gov; Becky Crofts Sarah.Arjona@itd.idaho.gov; Becky Crofts Secky Crofts Sarah.Arjona@itd.idaho.gov; Becky Crofts Secky Crofts Secky Crofts Sarah.Arjona@itd.idaho.gov; Becky Crofts Secky Crofts <a href="

Cc: Joe Pachner < Joe@kmengllp.com>

Subject: [EXTERNAL] River Ranch Crossing and River Pointe layouts

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Please see attached for two exhibits that depict the River Ranch Crossing Subdivision and the River Pointe Subdivision. These exhibits demonstrate the connectivity between the two proposed subdivisions and proposed points of access for each separately.

We look forward to further discussion regarding both projects today.

Thank you,

Stephanie Hopkins Land Planner KM ENGINEERING 5725 N. Discovery Way | Boise, ID 83713 208.639.6939

EXHIBIT "E"

CITY COMMENTS
Engineering
Planning
Floodplain



June 21, 2021

TO: Roberta Stewart, Planner, City of Middleton

FROM: Civil Dynamics PC, City Engineer

By: Amy Woodruff, PE

RE: River Ranch Crossing Subdivision – Revised Preliminary Plat

Thank you for the opportunity to review the above referenced preliminary plat submittal. The plat(s) are incomplete. Every effort was made to identify all the review comments, but additional comments may come up as the application goes forward.

MCC 5-4-3: Traffic Impact Analysis. Required unless waived through other mitigation.

MCC 5-4-4.2.f. Add benchmark information.

MCC 5-4-4.2.k. Please add the lot count table, per phase, to PP1.0.

MCC 5-4-4.2.p. Please specifically identify all land to be dedicated to the public with purpose indicated. Please list lots and use.

MCC 5-4-10-2.J Correct street names – typical of all sheets. Street is east-west, avenue is north-south, and court is cul-de-sac. There are no other designations.

Overlay the roundabout design at the intersection of Sawtooth Lake Drive and S Middleton and configure the lots/rights of way accordingly. Contact us if you need CADD files or other information. If the River Ranch Sawtooth access comes on prior to the roundabout, the construction drawings will be approved using the 70' section on PP2.0 but the roundabout rights of way will be dedicated.

Note 5. Separate out as needed. No lot drainage or irrigation in front easement area.

Show utilities in SH44 right of way.

Add note no direct lot access to S Middleton or Sawtooth Lake Drive.

Note 2 revise.

Add note access for Lot 18/19/ 20/21/22 Block 1 to be full cross access/ingress/egress finalized at final plat. Identify and show utilities for service to all.

Irrigation layout is required.

Submit a stand alone phasing plan. The heavy dashed line obscures utilities and details.

Extend 12" water main from east boundary/connection with River Pointe, through Sawtooth Lake Drive, to the connection at Middleton and Sawtooth Lake Dr intersection.

Connect to water at Boise Street and S Middleton.

Extend all utilities to Phase 3, Phase 4 and Phase 5. 12" water may be required in commercial zone.



Submit preliminary engineering design/inverts for sewer. Profile not required. Include crossing of Lawrence Kennedy.

Show hydrant location, streetlight location, and add a note or show fiber installation.

Streetlights required on S Middleton.

Need a street section for S Middleton. Use City's three lane urban.

Swales are not permitted for stormwater management. Stormwater cannot comingle in irrigation facilities or on site ponds.

Submit cross section for the mining sites/ponds.

Dimension all rights of way including ITD right of way.

Identify what is happening at northwest corner/boundary area with Boise Avenue (if extended) and access to Lot 18- Lot 22, Block 1.

Secondary access is needed either at Boise Street area or at Township Rd. extended. If River Pointe comes on and the secondary access is not needed, the proposed right of way area can be added back to adjacent lot and the 90d turn established. Add a note.

What is happening with irrigation water management and delivery to Anchored Investments. Add call out if applicable.

Typical 60 ft street section (local road), please add section, including structural components.

Centerline radii and intersection radii are required to meet City code. Please review and revise or follow up with variance or address in development agreement.

Dimension rights of way - all.

Clearly show pathway(s) with easement: south boundary, each side of Lawrence Kennedy, and add pathway from end of Century to Sawtooth with pedestrian crossing.

Well to be abandoned note: Add per IDWR.

Identify and callout septic to be abandoned.

Review the title report and clearly show the easements listed or submit a narrative detailing how each is shown or not applicable.

Boundary is missing bearing/distance east area. Plat boundary needs stamped.



August 2, 2021

TO: Roberta Stewart, Planner, City of Middleton

FROM: Civil Dynamics PC, City Engineer,

By: Amy Woodruff, PE

RE: River Ranch Crossing Subdivision - Preliminary Plat 2nd Review

Thank you for the opportunity to review the above referenced preliminary plat submittal. Every effort was made to identify all the review comments, but additional comments may come up as the application goes forward. All comments below are a condition of preliminary plat prior to Council hearing.

MCC 5-4-4.2.k. Please add the lot count table, per phase, to PP1.0. The table needs to identify the number of lots for each phase/use: commercial, residential, common lots, etc.

MCC 5-4-10-2.J Correct street names – typical of all sheets. Add street name at the east end of River intersection/roundabout.

How does Lot 1 Block 6 access?

Irrigation layout is required. Need to provide irrigation water to the lots and area north of the Lawrence Kennedy if water rights are appurtenant. If no water right, add a note or otherwise detail the status.

Label 12" water main from east boundary/connection with River Pointe, through Sawtooth Lake Drive, to the connection at Middleton and Sawtooth Lake Dr intersection.

Submit preliminary engineering design/inverts for sewer. Profile not required. Include crossing of Lawrence Kennedy. This is a condition of preliminary plat prior to Council hearing.

Please update the street section for S Middleton. Use the Middleton Road corridor plan section (revised comment).

Swales are not permitted for stormwater management and a variance to allow swales will not supported. Need to provide preliminary stormwater management design for the area north of Lawrence Kennedy.

Secondary, public, improved access is needed either at Boise Street area or at Township Rd. extended (or approved other). If River Pointe comes on and the secondary access is not needed, the proposed right of way area can be added back to adjacent lot. Add a note.

What is happening with irrigation water management and delivery to Anchored Investments? This is the parcel directly west and across Middleton Road. An irrigation ditch bisects the River Walk property and continues west to this parcel. Add easement or call out if applicable.

Centerline radii and intersection radii are required to meet City code. 60 ft will not be supported by the City and Middleton Rural Fire. 10 mph speed limit doesn't seem realistic or something the PD wants to manage.

Clearly show pathway(s) with easement: south boundary, each side of Lawrence Kennedy, and add pathway from end of Century to Sawtooth with pedestrian crossing. Add pathway cross section.

What is the status of Lot 3 Block 2? Provide access and extend water and sewer service.

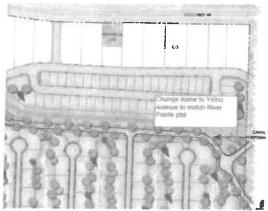


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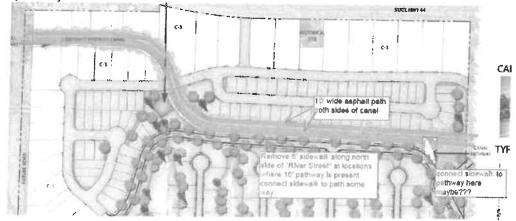
PLANNER COMMENTS - RIVER RANCH CROSSING SUBDIVISION

June 17, 2021

- 1. Change name of "River Street" to "E. Sawtooth Lakes Street."
- 2. Add street name "Yetna Avenue" to eastern road that connects to River Pointe's Yetna Avenue.



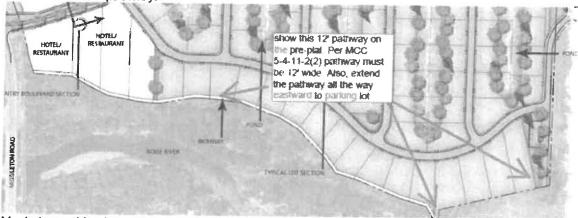
- Tony Almeida at Canyon County is reviewing all proposed street names. Regardless, roads running east to west must end with "street", and roads running north/south must end with "Avenue." Those names must be changed on the pre-plat at the very least. Tony may find other issues.
- 4. Connect to 10' asphalt paths on both sides of canal as shown on the Burnett/River Pointe preliminary plat. Pathway to be on both sides of the canal. See below diagram
- 5. Add a public access easement to 10' pathways on both side of canal.
- 6. Delete 5' concrete sidewalk on north side of River Street where 10' asphalt path is located. Sidewalk is redundant. But you still need to loop the sidewalk to the east on to the 10' pathway somehow.



7. Delete sidewalk on the east side of Ember Street because a 10' asphalt pathway is on the western boundary of River Pointe. There is no need for a 5' sidewalk to be right next to River Pointe's 10' pathway leading down to the River.



8. Add 12' asphalt pathway on south boundary of pre-plat as shown on concept plan. It is not called out on pre-plat. Extend path all the way eastward to parking lot. Place a public access easement on the pathway.



- 9. Maximize parking lot stalls at southeast corner of plat as much as is reasonably possible.
- 10. Submit full landscape plan with legend of landscape plantings
- 11. Add Watkins ownership information to front of plat. Only Hess ownership is noted.
- 12. Correct data table to show 79 M-U lots rather than 80.
- 13. Correct data table to show 34 C-3 lots, not 17. Also, could not find the 1 common lot noted in the C-3 zone. Remove data note if it is wrong.
- 14. Please make sure the following R-2 "pie shaped lots" have 90' wide frontage at the front setback line. Show dimensions on plat to confirm: B/8 L10; B8/L9; B8/L20; B7/L29.
- 15. Make sure the following M-U "pie shaped lots" have 50' wide frontage at the front setback line. Show dimension on plat to confirm: B4/L55; B4/L32; B4/L32; B4/L12; B4/L13; B5/L3.
- 16. Can't find Lot 17, Block 1 in the C-3 zone. Renumber if it is missing. Not sure.
- 17. Correct Note 7 on common lots. Can't find Lot 17/B1. Also, correct L9/B5 to be the actual lot of L8/B5.
- 18. Figure out how to show both the future Roundabout in southwest corner of the plat ALONG WITH the temporary access currently shown on the plat. Maybe do an inset schematic on the plat to ensure that both versions of entry into the subdivision are shown. Need to explore



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this with Amy. I don't think the roundabout will be ready to go for 2 years but the entry way needs to be constructed next year.

- 19. Add note that all private lanes have a public access easement or show via easement???
- 20. Change L32/B8 and L11/B4 from a common lots to private lanes. They do not need lot and block designation because they are deemed "private lanes" in our Supplement to the ISPWC. Correct legend/Data to match recount of common lots
- 21. Show easement for utilities to landlocked lots at Block 1, Lots 18, 19, 20 and 21.
- 22. Need to show at least 5% open space for entire pre-plat, not just the residential portion. Add note to plat with overall open space percentage noted. Open spaces are large areas for gathering. It can also include the pathways along the canal. Parking lot by river. Large common lots can also be included, but small useless common lots should not be included in calculation. If you don't meet the 5% threshold, consider making a portion of Lot 18, Block 1 a park with public access from Middleton Road. It is a dead corner, and it could become a feature of the River Walk Loop. (Just an idea, not a formal request.)
- 23. Need to show on plat or state in Narrative any amenities such as shade structures, patio gathering areas...etc. The canal pathway will be like Indian Creek, and there should be "cutout" areas with hard surface, benches, shade, or other amenities to make the River Walk an enjoyable place to walk, rest, and gather.
- 24. Need to ensure there is a sufficient buffer between the commercial zone and residential zone. The 8' high berm/fence required by MCC 5-4-10-7 may not be appropriate in this "planned" community. It is too segmented and the fence to "dividing". We can solve the problem by requiring a 15' wide landscape buffer on the commercial zone. No berm required and no fence required?? Let's discuss what will be best to keep a good open design but still separate the patio homes from the commercial and parking lots. We will put the agreement in the DA to avoid the 8' high berm in MCC 5-4-10-7.
- 25. Show Mailbox clusters on the pre-plat
- 26. Add note to preliminary plat that all lots in the M-U zone portion of the preliminary plat are deed restricted to 55+ homebuyers.
- 27. Revise Note 4 to add "E. Sawtooth Lake Street" also can't have driveway access.
- 28. Add note that all wells shall be abandoned per IDWR regulations.
- Add note that all septic systems shall be removed and recompacted per geotechnical report standards
- 30. Because Plat was recently changed, determine if new drainage calculations need to be sent to Amy??

Roberta L. Stewart

Middleton City Planner

From:

Roberta Stewart

To:

Stephanie Leonard; Joe Pachner; tyler@hesspropertiesidaho.com; Spencer Kofoed

Cc:

Amy Woodruff; Becky Crofts

Subject:

FW: Planner Comments for River Ranch Crossing

Date:

Tuesday, June 29, 2021 12:55:00 PM

Attachments:

image002.png

River Ranch Preplat Comment Summary.pdf

image001.png

Hi All: we're hoping you will still be able to get your revised River Walk pre-plat to us and Amy by end of day tomorrow so we have time to prep for the July 12th P&Z hearing. There is one final revision we would like you to add to the pre-plat unless there is a good reason not too. We think the 12' wide asphalt pathway that traverses the entire southern boundary of the project needs to be set aside as a common lot. Right now it is merely shown as a simple pathway/easement. Making it a separate common lot will help with fencing issues. The homeowners can then put their fences on the rear boundary of their property without offending that 12' wide path.

Roberta L. Stewart

PLANNER
City of Middleton, Planning & Zoning
1103 W. Main St.
P.O. Box 487
Middleton, ID 83644

Tele - (208) 585-3133 Fax - (208) 585-9601 rstewart@middletoncity.com

www.middleton.id.gov



From: Roberta Stewart

Sent: Tuesday, June 22, 2021 1:17 PM

To: Stephanie Hopkins <shopkins@kmengllp.com>; Joe Pachner <Joe@kmengllp.com>;

tyler@hesspropertiesidaho.com; Spencer Kofoed <Spencer@tcpidaho.com>

Cc: Becky Crofts <bcrofts@middletoncity.com>; Amy Woodruff <amy@civildynamics.net>; Joel

Grounds < joel@precisionengineeringllc.com>

Subject: FW: Planner Comments for River Ranch Crossing

Hey River Ranch: Amy sent her engineering comments yesterday, and it appears there is a lot of work that needs to be done in a very short amount of time. Please make all her changes and send the revised preliminary plat to us by Wednesday, June 30th. The July 4th holiday will make it difficult for us to review your plat and get prepared for the hearing, so we need your revised plat a little "extra" early.

There are two critical things on Amy's list that we need "for sure": Please drop in the roundabout design. You can get it from Joel Grounds at Precision Engineering or from Amy. I've cc'd Joel on this email. Without that roundabout, we will simply have to stall your application. It must be shown appropriately.

Second thing we need is another access. It is probably going to be too difficult to work out an agreement with Burnett to finish "E. Sawtooth Lakes Street." I think the best bet is to punch through to Boise Street somehow or even punch township road to make a 2nd access onto the newly straightened Middleton Road. PLEASE work with Amy on this soon and get this 2nd access dialed in. she had a great idea of making it only ROW that can revert if the road to Duff Lane is ultimately built by Burnett.

The 2nd issue is timing for that 2nd access. Deputy Fire Chief requires 2nd access by 30 lots, and we require 2nd access by 50 lots. I'll start the conversation with Deputy Chief Islas to see if we can get you all the way through the 85 lots in Phases 1 and 2 before the 2nd access is required. Because you have a "double entry" at Middleton Road, he may be inclined to allow these extra lots before the 2nd access is triggered. Also, that emergency access will help. Please follow up with Deputy Chief Islas to get it dialed in before the July 7th P&Z hearing. I'm going to leave it to you guys to get his approval and also get him to note it on his comments.

Also, if you like, I will add a provision to the DA to give you minimum 90' centerline turning radius. Deputy Fire Chief is comfortable with 90' but nothing lower than that.

Also, again, I think you need to choose a new name for the project because there is another River Ranch project to the east of your project.

I'll complete all the legal notices for the July 12^{th} hearing. If we can't pull these items together by then, we will have to table the hearing to August. Thanks,

PLANNER
City of Middleton, Planning & Zoning
1103 W. Main St.
P.O. Box 487
Middleton, ID 83644

Roberta L. Stewart

Tele - (208) 585-3133

Fax – (208) 585-9601 rstewart@middletoncity.com

www.middleton.id.gov



From: Amy Woodruff <amv@civildvnamics.net>

Sent: Monday, June 21, 2021 3:47 PM

To: Roberta Stewart < rstewart@middletoncity.com >; Stephanie Hopkins

<shopkins@kmengllp.com>; Joe Pachner <Joe@kmengllp.com>; tyler@hesspropertiesidaho.com;

Spencer Kofoed <<u>Spencer@tcpidaho.com</u>>

Cc: Becky Crofts <<u>bcrofts@middletoncity.com</u>>

Subject: RE: Planner Comments for River Ranch Crossing

Please find attached.

Thank you.

Amy Woodruff 453-2028

From: Roberta Stewart [mailto:rstewart@middletoncity.com]

Sent: Thursday, June 17, 2021 2:30 PM

To: Stephanie Hopkins; Joe Pachner; tyler@hesspropertiesidaho.com; Spencer Kofoed

Cc: Amy Woodruff; Becky Crofts

Subject: Planner Comments for River Ranch Crossing

Hi All: I usually send my comments to Amy for review before forwarding to the developer, but time is short, so I'm going to simply ship them out to everyone today. Be prepared to shift a little on my comments if Amy sees something that is "not good."

I've attached a copy of Burnett's River Pointe pre-plat that got through P&Z. Use it to figure out pathway connections and street names as noted in the comments.

Later today or tomorrow, I will send over an email regarding the provisions in the proposed DA.

I will be sending this June version of your preliminary plat to ITD, CHD4, SHPO, and Fire Dept today for updated comments.

Please let me know if you have any comments or questions. thanks,

Roberta L. Stewart

PLANNER
City of Middleton, Planning & Zoning
1103 W. Main St.
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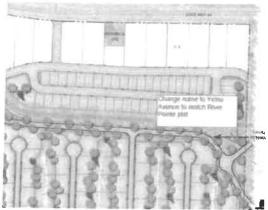


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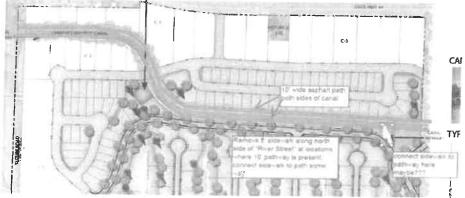
UPDATED PLANNER COMMENTS - RIVER RANCH CROSSING SUBDIVISION

July 29, 2021

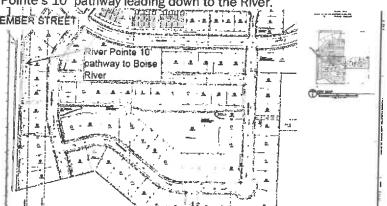
- 1. You need to remove all references to "River Street" on PP 1.0. Change to "E. Sawtooth Lakes Street."
- 2. Remove reference in Note 4 to "River Street".
- 3. Add street name "Yetna Avenue" to eastern road that connects to River Pointe's Yetna Avenue.



- 4. Get rid of all road designations that do not end in "Street" or "Avenue. Roads running east to west must end with "street", and roads running north/south must end with "Avenue." Those names must be changed on the pre-plat at the very least. No "Courts".
- 5. Connect to 10' asphalt paths on both sides of canal as shown on the Burnett/River Pointe preliminary plat. Pathway to be on both sides of the canal. See below diagram
- 6. Add a public access easement to 10' pathways on both side of canal.
- 7. Delete 5' concrete sidewalk on north side of River Street where 10' asphalt path is located. Sidewalk is redundant. But you still need to loop the sidewalk to the east on to the 10' pathway somehow.



8. Delete sidewalk on the east side of Ember Street because a 10' asphalt pathway is on the western boundary of River Pointe. There is no need for a 5' sidewalk to be right next to River Pointe's 10' pathway leading down to the River.



- 9. Maximize parking lot stalls at southeast corner of plat as much as is reasonably possible.
- 10. Submit full landscape plan with legend of landscape plantings
- 11. Add note to plat that there is a sewer and water utility easement to reach the landlocked parcels at Lots 18-21, Block 1.
- 12. Add Watkins ownership information to front of plat. Only Hess ownership is noted.
- 13. Correct data table to show 79 M-U lots rather than 80.
- 14. Correct data table to show 34 C-3 lots, not 17. Also, could not find the 1 common lot noted in the C-3 zone. Remove data note if it is wrong.
- 15. Please make sure the following R-2 "pie shaped lots" have 90' wide frontage at the front setback line. Show dimensions on plat to confirm: B/8 L10; B8/L9; B8/L20; B7/L29.
- 16. Make sure the following M-U "pie shaped lots" have 50' wide frontage at the front setback line. Show dimension on plat to confirm: B4/L55; B4/L32; B4/L54; B4/L12; B4/L13; B5/L3.
- 17. Can't find Lot 17, Block 1 in the C-3 zone. Renumber if it is missing. Not sure.
- Correct Note 7 on common lots. Can't find Lot 17/B1. Also, correct L9/B5 to be the actual lot of L8/B5.
- 19. Add note that all private lanes have a public access easement or show via easement???
- 20. Change L32/B8 and L11/B4 from a common lots to private lanes. They do not need lot and block designation because they are deemed "private lanes" in our Supplement to the ISPWC. Correct legend/Data to match recount of common lots
- 21. Show easement for utilities to landlocked lots at Block 1, Lots 18, 19, 20 and 21.
- 22. Need to show at least 5% open space for entire pre-plat, not just the residential portion. Add note to plat with overall open space percentage noted. Open spaces are large areas for gathering. It can also include the pathways along the canal. Parking lot by river. Large common lots can also be included, but small useless common lots should not be included in calculation. If you don't meet the 5% threshold, consider making a portion of Lot 18, Block 1 a park with public access from Middleton Road. It is a dead corner, and it could become a feature of the River Walk Loop. (Just an idea, not a formal request.)
- 23. Need to show on plat or state in Narrative any amenities such as shade structures, patio gathering areas...etc. The canal pathway will be like Indian Creek, and there should be "cutout" areas with hard surface, benches, shade, or other amenities to make the River Walk an enjoyable place to walk, rest, and gather.
- 24. Make sure the 15' landscape buffer required by the DA is shown on the pre-plat
- 25. Show Mailbox clusters on the pre-plat



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- 26. Add note to preliminary plat that all lots in the M-U zone portion of the preliminary plat are deed restricted to 55+ homebuyers.
- 27. Add note that all wells shall be abandoned per IDWR regulations. Your comment to Amy's same request is that no wells will be abandoned. Does that mean there are no wells present? Or does that mean there are wells present but you do not intend to abandon them. This is county property so I'm assuming there has to be a well present.
- 28. Add note that all septic systems shall be removed and recompacted per geotechnical report standards. Is there septic present on property? I'm assuming so. It must be abandoned and a note to that effect put on the pre plat.
- 29. Please add a note that all M-U lots will be deed restricted as a 55+ active lifestyle community in compliance with the laws of the State of Idaho.
- 30. No roundabout has been inserted on the first page.
- 31. Please update open space for entire plat, not just residential portion. There must be at least 5% open space overall.

Roberta L. Stewart

Middleton City Planner



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August 04, 2021

Hess Properties, LLC 15031 Spyglass Lane Caldwell, Idaho 83607

Re: Floodplain Development Comments for River Walk Crossing Sub, R33938 and R33938011, Middleton ID 83644

Hess Properties, LLC:

This letter is in response to your floodplain development permit application for the subject subdivision.

Please complete your Floodplain Development Permit Application:

- 1) Please Sign and Date application
- 2) Please provide the City with Panel 16001C0125J and how it applies to your development as on description of work item 4
- Because you answered description of work item 6 as YES you must also mark item 7 YES or NO
- 4) Remove base flood elevations on "complete for new structures and building sites. See note 7 below.
- 5) On "complete for subdivisions and planned unit developments" section item 2 you marked YES on question, "does the plat or proposal clearly identify base flood elevations (BFE's). The plan shows squiggly lines where the BFE's are located per FEMA mapping. That is NOT appropriate. The lines should be straight and in the same locations as the FEMA map indicates (see attached FIRMette). Also see note 7 below.

Please revise your preliminary plat to show the following items:

- 6) As your property boundary is within 50' of the floodway please show a line designating the 50'no-build offset, per City Code (CC) 4-3-7-5-E.
- 7) Designate the BFE (base flood elevation) for EACH buildable lot, by lot and block. The BFE will the elevation on the highest corner of any lot.
- 8) Add a note on the plan that all construction and lots in the floodplain must meet CC 4-3 standards.



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- 9) Add a note on the plan that designates exactly which lots on the plan are inside the Boise River floodplain, FEMA Panels #253. And that residential lots, lowest floor and building utilities must be built a minimum of 1.0' above BFE. For commercial lots, lowest floor must be built 2.0' above the BFE or be built floodproofed to 2' above BFE.
- 10) Add a note that all structures built in the special flood hazard area (SFHA) must have elevation certificates provide. One before construction can commence and one after construction is completed and before CofO will be issued.
- 11) Designate on the plan which areas are in the AE zone, 0.2% zone by screening or hatching or some other means per attached FIRMette.

Sincerely,

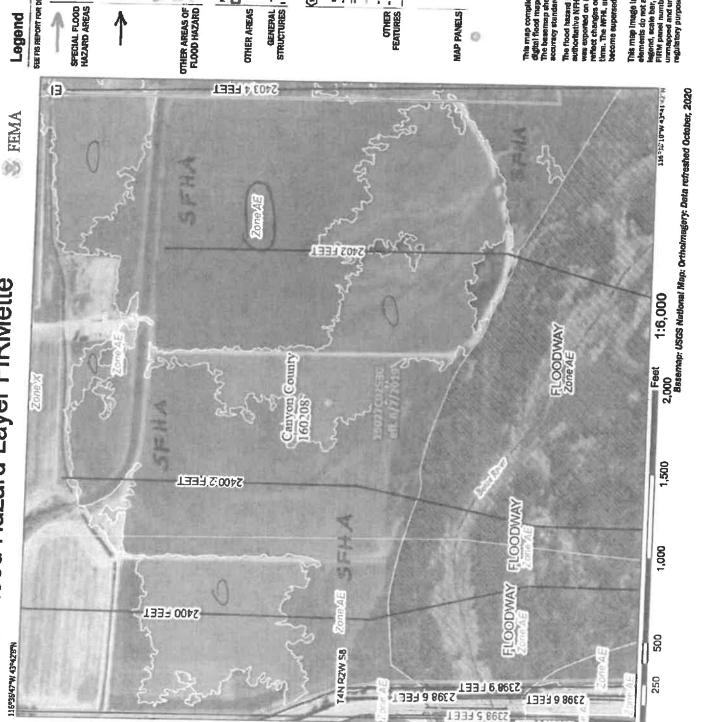
Bruce Bayne 208-585-3133

bbaynea middletoncity.com

Bruce Bagne

Attachment:

National Flood Hazard Layer FIRMette 116°36'47"W 43°42'8"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

areas of less than one square mile 2000 X Without Base Flood Elevation (BFE) Zone A. V. ABS With BFE or Depth Zone AE. AQ. AU. VE. AP. 0.2% Annual Chance Flood Hazard, Are depth less than one foot or with draku of 1% annual chance flood with ever Puture Conditions 1% Annual Chance Flood Hazard Zone X Regulatory Floodway SPECIAL FLOOD HAZARD AREAS

Area with Flood Risk due to Levee zone D Area with Reduced Flood Risk due to Loves. See Notes, $z_{ave,\chi}$

Area of Undetermined Flood Hazard zone p NO SCREEN Aves of Minhral Flood Hazard Zons K Effective LOWRs

Channel, Cuivert, or Storm Sewer GENERAL -----STRUCTURES | 1111111

Crose Sections with 1% Annual Chance Coastal Transact Base Flood Elevation Line (BFE) Leves, Diles, or Floodwall Water Surface Elevation 1 ----- (I)

Coestal Transect Basel Jurisdiction Boundary Limit of Study

Hydrographic Feature Profile Baseline

Digital Data Available

No Digital Data Available **Unmapped** The pin displayed on the map is an approximate point selected by the user and does not represent an enthoritetive property location.

This map compiles with FEMA's standards for the use of digital flood maps if it is not void as described below. The besemmp shown compiles with FEMA's besema **Boouracy standards**

reflect changes or emendments subsequent to this date and time. The NFH, and effective information may change or The flood hazard information is derived directly from the was exported on 8/4/2021 at 12:49 Pal and does not become superseded by new data over time. This map image is void if the one or mora of the following map elements do not appear, baseinap innageny, flood zone labels, legend, acale bet, map creation date, community identifier. FIRM perent number, and FRIM effective date. Map innages for unmapped and unmodernized areas cannot be used for regulatory purposes.



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Planning and Zoning Department

Floodplain Development Permit Application Rev: 8/20/2019

Fee Paid: \$

Application Accepted by:

	Date Application Accepted:				
Applicant:					
Hess Properties, LLC.	208.409.0864	tyler@hesspropertiesidaho.com			
Name	Phone	Email			
15031 Spyglass Lane	Caldwell, Idaho	83607			
Mailing Address	City, State	Zip			
Property Owner(s):		•			
Hess Properties, LLC. & Watkins Properties, L.F.	208.409.0864	tyler@hesspropertiesidaho.com			
Name	Phone	Email			
15031 Spyglass Lane	Caldwell, Idaho	83607			
Mailing Address	City, State	Zip Code			
Representative:					
KM Engineering, LLP Stephanie Leonard	208.639.6939	sleonard@kmengllp.com			
Name	Phone	Email			
9233 West State Street	Boise Idaho	83714			
Mailing Address	City, State	Zîp Code			
Site Information:		,			
10669 Highway 44	Middleton, Idaho	83644			
	City, State	Zip Code			
Assessor's Tax Parcel No(s): R3393800000 & R	3393801100				
Total Acres of Site: +/- 130 Subdivision: _n/	****	Block(s):			
		21001(13),			
Description of Work (Complete for all Work): 1. Proposed Development Description New Building Manufactured Home	on				
☐ Improvement to Existing B☐ Filling	uliding				
☐ Other:					



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Floodplain Development Permit Application Rev: 8/20/2019

Application Accepted by:

	A STATE OF THE STA	Date Application Accepted:
2.	. Size and location of proposed devel	opment (attach site plan):
	+/-130 acres at the SE corner of Middle	ton Road and SH-44
3.	Is the purposed development in a Sp 図 Yes □ No	pecial Flood Hazard Area (Zones A of AE)?
	Per the floodplain map, what is the z purposed development?	one and panel number of the area of the
5.	Are other Federal, State or local perm ☐ Yes ☑ No	
6.	Is the purposed development in an id ☑ Yes Southwest part of site, outs ☐ No	entified floodway? ide proposed building envelopes.
7. 1	If yes to No. 6, "No Rise Certification" Yes	
Consultat for	No - will be submitted with final	
Complete to	or New Structures and Building Sites: 2,462	to the NOVE
Z. 17	required lowest floor elevation (includ	ing hacament): 2-402
J. L	Elevation to which all attendant utilitie quipment will be protected from floor	S. including all heating and closerical
T. 44	r Alterations, Additions, or Improvement hat is the estimated market value of	the structure? ¢
3. JT	hat is the cost of the proposed const the cost of the proposed construction alue of the structure, then the substar	ruction: \$
Complete for 1. Tyl	Non-Residential Floodproofed Consti	ruction:
2. Th	ie required floodproofing elevation is: podproofing certification by a register Yes No	feet NGVD ed engineer is attached





P O Box 487 1103 W Main St, Middleton, (D. 83644 208-585-3133, Fax: 208-585-9601

Floodplain Development Permit Application Rev: 8/20/2019

	208	3-585-3133, Fax: 208-585-9601	Fee Paid: \$ Application Accepted by: Date Application Accepted:		
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2	L. Will the si Ye No In No In If yes, doe In No No	s the plat or proposal clearl S O-year floodplain and flood	nent contain 50 l	ood elevations?	
er the F	certify that a ledge. I unde loodplain Ad Signature	I the information requested rstand that additional informational informationstrator.	nation or require	d is correct to the best of ments may be required	
		FOR OFFICE USE	ONLY		
1 2	Elevation C	oved – Before Construction: ertificate Attached – Before Con-		Date	
3.	CONDITION	IS:	struction:	Date	