AGENDA
City Council Meeting
City of Middleton, Idaho

Date: Wednesday November 3, 2021 Time: 5:30 p.m.

Location: **City Hall Council Chambers – 1103 W Main Street**

Call-to-order, Roll Call, Pledge of Allegiance, Invocation:

Action Item:

A. Approve Agenda

Information Item:

- **Missing Child Alert**—Lisa Marie

Action Items:

1. Consent Agenda (items of routine administrative business) (***Action Items)***
   a. Consider approving minutes for City Council October 20, 2021, regular meeting.
   b. Consider ratifying payroll for October 22, 2021, in the amount of $113,018.13.
   c. Consider approving accounts payable thru October 15, 2021, in the amount of $56,411.40

2. Consider approving proposal for removal of trees on Boise Street as presented. –Billy Bebeau (***Action Item)***

3. Consider approving critical spare parts for Water ($8,082.92) and Wastewater Collections ($2,217.49) as presented. –Becky Crofts (***Action Item)***

4. Consider approving critical spare parts for Wastewater Treatment Plant ($108,873.00) as presented. Jay Irby/Roger Hawker (***Action Item)***

5. Consider approving a proposal from Control Engineers for Well #10 SCADA in the amount of $10,100.00. –Becky Crofts (***Action Item)***

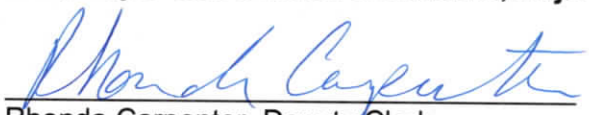
6. Consider approving the update to the ISPWC Supplement. –Becky Crofts (***Action Item)***

7. Consider approving summary of Amended and Restated Ordinance 591 for publication. – Becky Crofts (***Action Item)***

8. Consider adopting Ordinance 657 AN ORDINANCE ENACTED BY THE MIDDLETON CITY COUNCIL AMENDING TITLE 4, CHAPTER 1, SECTION 4-1-1, OF THE MIDDLETON CITY CODE, PERTAINING TO THE GENERAL REQUIREMENTS FOR BUILDING WITHIN THE CITY OF MIDDLETON; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS AND PARTS THEREOF, IN CONFLICT HEREWITH. –Becky Crofts (***Action Item)***

9. Consider adopting Ordinance 658 AN ORDINANCE ENACTED BY THE MIDDLETON CITY COUNCIL AMENDING TITLE 7, CHAPTER 2, SECTION 7-2-9, OF THE MIDDLETON CITY CODE, CONCERNING THE REGULATION OF CESSPOOLS, SEPTIC TANKS, AND CARE OF SERVICE LINES; AMENDING TITLE 7, CHAPTER 2, BY THE ADDITION OF A NEW SECTION 7-2-10, TITLED USER RESPONSIBILITIES FOR SERVICE LINES; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS AND PARTS THEREOF, IN CONFLICT HEREWITH. – Becky Crofts (***Action Item)***

Public Comments, Mayor and Council Comments, Adjourn

Posted by: 
Rhonda Carpenter, Deputy Clerk

Date: November 1, 2021, 4:45 p.m.
Please contact the City Clerk at (208) 585-3133 if you have special needs or require assistance.

MIDDLETON CITY COUNCIL
OCTOBER 20, 2021

The Middleton City Council meeting on October 20, 2021 was called-to-order at 5:38 p.m. by Mayor Rule.

Roll Call: Mayor Rule, Council President Kiser, Council Members Huggins, O'Meara were all present and Garner. City Attorney Doug Waterman was also present.

Pledge of Allegiance, Invocation: Bishop Scott Gull

Action Items

A. Approve Agenda

Motion: Motion by Council President Kiser to approve the Agenda as posted October 18, 2021 at 4:30 p.m. Motion seconded by Council Member O'Meara and approved unanimously.

Information Items:

Kasey Ketterling, P.E. T-O Engineering Exhibit A

Council/Mayor Questions:

- Kiser: How does the re-use effort impact this and play into the future cost of this system? Answer: land application can help with the phosphorus levels in the discharge, but the city is still required to process the wastewater prior.
- Mayor: Explain how the Industrial Ordinances work. Answer: Industrial developers would purchase a portion of the use of the system. The timeline for doing upgrades to the system depend upon the city's needs—they may make immediate upgrades or place funds in an account to be prepared for future upgrades to maintain capacity. Typical timeline for a wastewater (sewer) project is 2 years to completion.
- Huggins: Do all three of the alternatives presented fit into the current footprint and on the property the city already owns? Answer: Yes, all three options fit on the city's current property—in the existing facilities. There is quite a bit of room for future growth on the city-owned property.
- Comment from City Engineer, Amy Woodruff—Civil Dynamics is working on the discharge and the re-use information. They like the activated sludge solutions for wastewater treatment.

Action Items

1. **Consent Agenda (items of routine administrative business) (*Action Items)***
    a. Consider approving minutes for City Council October 6, 2021 regular meeting. Approve Special City Council Meeting minutes from October 13, 2021.
    b. Consider ratifying payroll for October 8, 2021 in the amount of $85,987.82.
    c. Consider approving accounts payable thru October 15, 2021 in the amount of $360,185.55.

Mayor Rule called the items. Council President Kiser stated he had gone through the accounts payable. There were no concerns. The large amount was due to planned expense for the Hartley sewer line and other pass through expenses.

Motion: Motion by Council President Kiser to approve Consent Agenda Items 1 a-c.

Motion seconded by Council Member Huggins and approved unanimously.

2. **Consider awarding contract for 30" Hartley Sewer Trunk Line project.** (***Action Item)*** Exhibit B

   Mayor Rule called the item. The bids came back higher than anticipated—the mayor and city staff researched the project and the currents costs. Civil Dynamics reviewed the project and the bids—they found that the costs were typical for current trends in the current market. Mayor Rule and city staff contacted Mike Grainer from Lurre Construction to review the bids—the company does this type of work but did not bid this project. Mike went through the bids line by line and found that the bids were in line with the current market. Mayor contacted other agencies that have used the low bidder, LaRiveria, in the past and received positive responses to the work performed by the company as well as having a good reputation. Mayor also commented on the possibility of re-bidding the project at a later date—this may or may not be to the city's advantage the cost and delay to the project may not balance.

   Motion: Motion by Council President Kiser to award the contract for 30" Hartley Sewer Trunk Line project to LaRiveria Construction. Motion seconded by Council Member O'Meara and approved unanimously.

3. **Final reading and consider adopting AMENDED AND RESTATED ORDINANCE NO. 591 OF THE CITY OF MIDDLETON, CANYON COUNTY, IDAHO RELATED TO MIDDLETON TRANSPORTATION IMPACT FEES; PROVIDING APPLICABLE IMPACT FEES BY USE CATEGORY; PROVIDING FOR THE IMPOSITION, COMPUTATION, AND PAYMENT OF SAID FEE; PROVIDING FOR THE ESTABLISHMENT OF AN IMPACT FEE FUND; PROVIDING FOR EXEMPTIONS, REFUNDS, CREDITS AND WAIVERS OF THE IMPACT FEES; ADOPTING GENERAL PROVISIONS; PROVIDING FOR APPEALS; AND PROVIDING AN EFFECTIVE DATE. THE CITY SHALL MAKE AVAILABLE TO THE PUBLIC, UPON REQUEST, THE FOLLOWING: PROPOSED LAND USE ASSUMPTIONS AND A COPY OF THE PROPOSED AMENDMENT TO THE CAPITAL IMPROVEMENT PLAN AND CITY CODE. (*Action Item)*** Exhibit C

   Mayor Rule called the item.

   Motion: Motion by Council President Kiser to read Ordinance No. 519 by title only. Motion seconded by Council Member O'Meara and approved unanimously.

   Motion: Motion by Council President Kiser moved to approve Amended and Restated Ordinance No. 519 after the third reading by title only. Motion seconded by Council Member O'Meara and approved unanimously by roll call vote.

4. **Consider approving maintenance agreement proposal from RM Mechanical for Middleton City Hall roof repairs in an amount not to exceed $10,473.00.** (***Action Item)*** Exhibit D

   Motion: Motion by Council President Kiser to approve maintenance agreement proposal from RM Mechanical for Middleton City Hall roof repairs in an amount not to exceed $10,473.00. Motion seconded by Council Member O'Meara and approved unanimously.

Public Comments, Mayor and Council Comments:

City Attorney, Doug Waterman—commented that he is researching the history of the City of Middleton and whether it is a "dry city". The state codified the laws regarding liquor laws in 1947. The ISP doesn't maintain a list of dry cities so Mr. Waterman will be going to the ABC to investigate the archives to determine if the city is a dry city. He will report back to the city administration on his findings.

Council Member O'Meara—Middleton Parks & Recreation has moved forward with the plans for Viper Park. They are going to have a contest to rename the park. Becky is working on getting the agreement recorded. Drawings of the plans will be ready soon.

Mayor Rule—Reported that Cemetery Road is almost opened. The "official" opening will be coming soon. Mayor also reported that the projections from Knife River will be beneficial for the city. The city has installed a camera to monitor the truck traffic at the site. City staff and the mayor will be touring the operation with Knife River this Friday.

Adjourn: Mayor Rule adjourned the city council meeting at 6:48 PM.

ATTEST: Steven J. Rule, Mayor

Rhonda Carpenter, Deputy Clerk
Minutes Approved: November 3, 2021

EXHIBIT “A”

City of Middleton

T-O ENGINEERS

City of Middleton Wastewater Treatment Plant:

COUNCIL MEETING

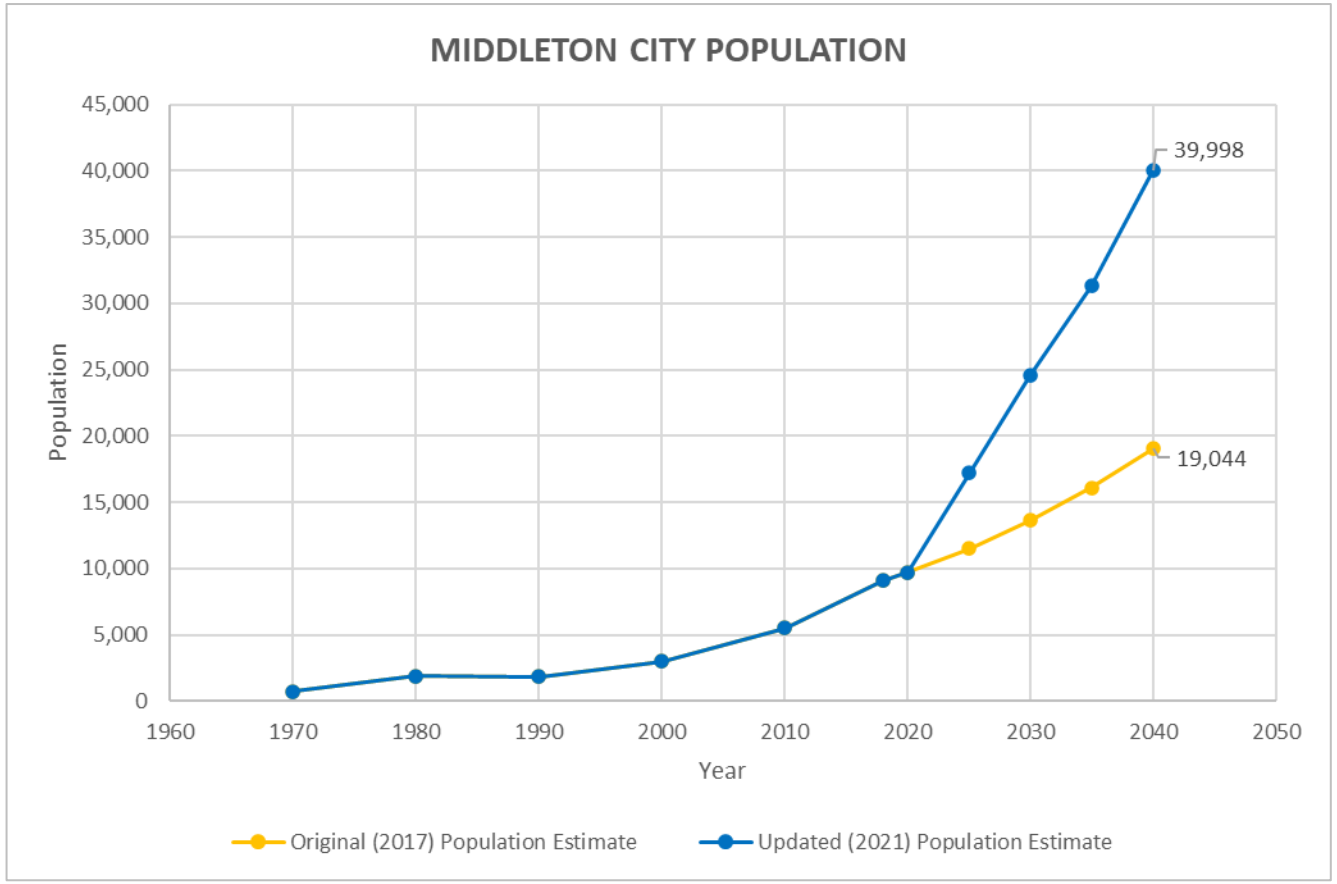
OCTOBER 20TH, 2021

Purpose

- Summarize key findings
- Define population growth impact to facility
- Outline existing facility conditions
- Propose three treatment alternatives
- Compare associated costs

Figure. 1 Middleton WWTP.

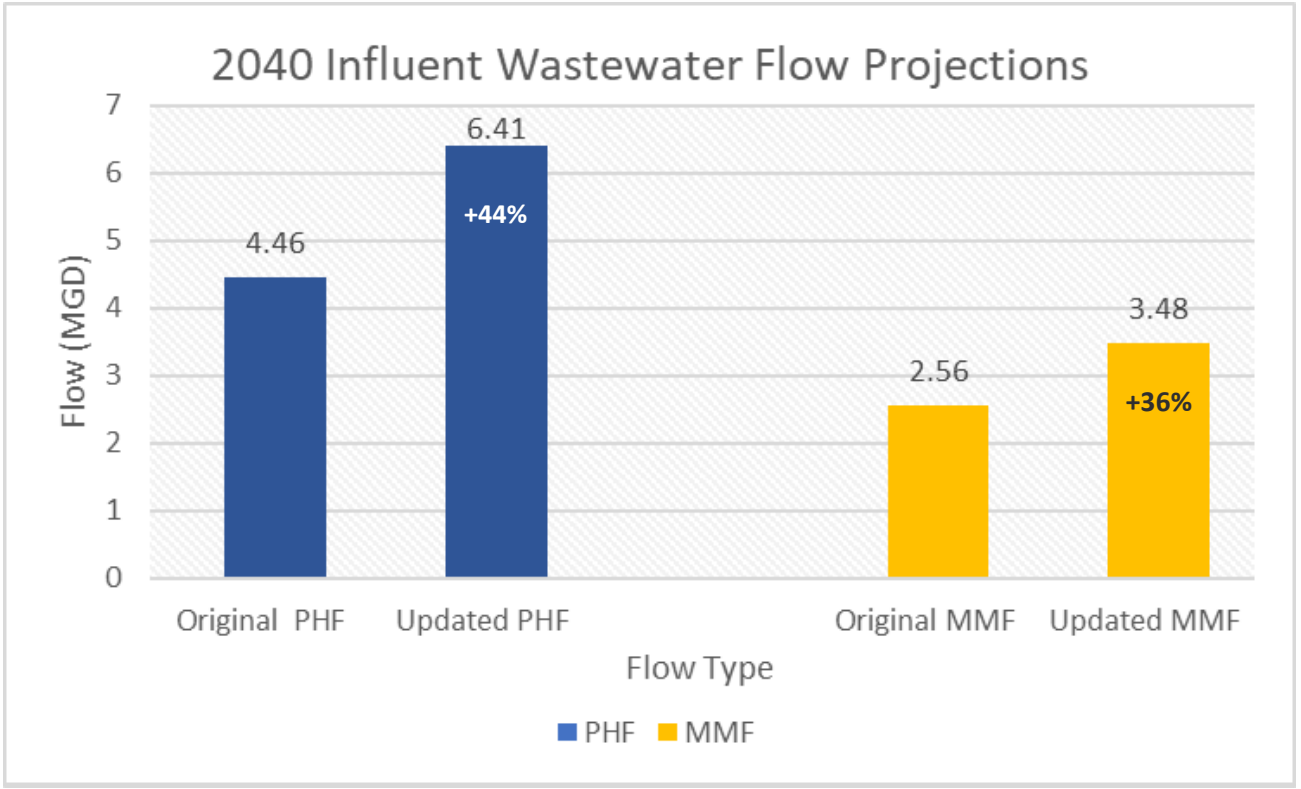
Updated Population Projections



Year	Population	Average Annual Growth (%)
1970	739	--
1980	1,901	9.9%
1990	1,851	-0.3%
2000	2,978	4.9%
2010	5,524	6.4%
2018	9,100	6.4%
2019	9,683	6.4%
2020	9,732	6.9%
2021	11,461	6.9%
2022	12,946	13.0%
2023	14,431	11.5%
2024	15,916	10.3%
2025	17,190	8.0%
2026	18,565	8.0%
2027	20,050	8.0%
2028	21,654	8.0%
2029	23,386	8.0%
2030	24,555	5.0%
2031	25,783	5.0%
2032	27,072	5.0%
2033	28,426	5.0%
2034	29,847	5.0%
2035	31,340	5.0%
2036	32,907	5.0%
2037	34,552	5.0%
2038	36,280	5.0%
2039	38,094	5.0%
2040	39,998	5.0%

2040 Planning Criteria

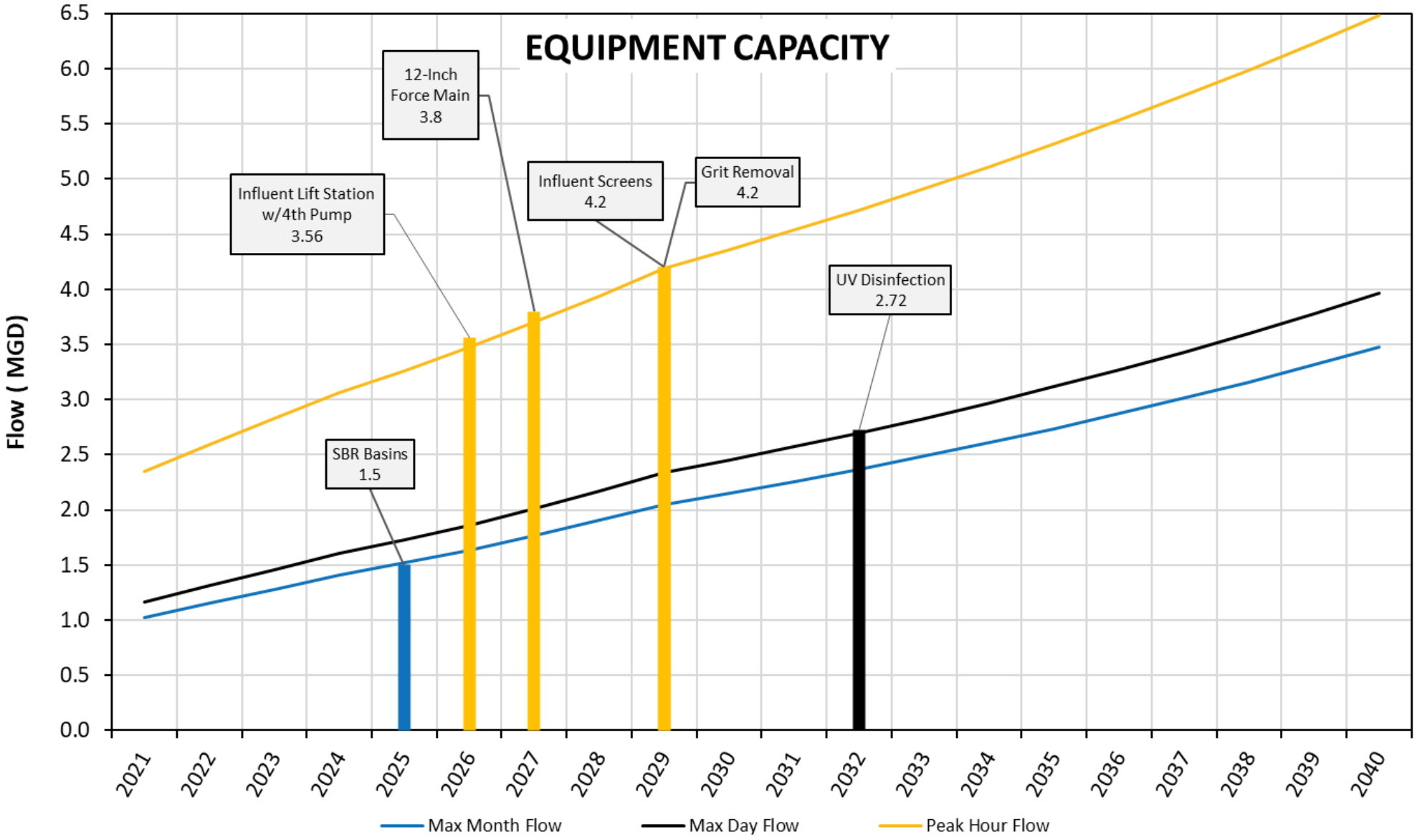
- Influent Wastewater Flows include domestic and commercial projections.
- Wastewater flow types:
  - Maximum Monthly Flow (MMF)
  - Peak Hourly Flow (PHF)
- Higher overall hydraulic flow is used as planning criteria.



Existing Equipment

- Major equipment requires capacity upgrade to meet 2040 population estimates

1) Screens
2) Influent Lift Station Pumps
3) Influent Force Main
4) Grit Removal
5) SBR (biological treatment system)
6) UV Disinfection


EQUIPMENT CAPACITY
12-Inch Force Main 3.8
Influent Lift Station w/4th Pump 3.56
Influent Screens 4.2
Grit Removal 4.2
UV Disinfection 2.72
SBR Basins 1.5
Flow (MGD)
6.5
6.0
5.5
5.0
4.5
4.0
3.5
3.0
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1.0
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2039
2040
Max Month Flow
Max Day Flow
Peak Hour Flow

Existing Facility Upgrade Plan

- Necessary in addition to proposed treatment alternatives
- 20-year planning term (year 2040)

- Equipment upgrade priorities
  1. Influent Lift Station Pumps
  2. SBR Basins
  3. 12” Force Main
  4. Grit Classifier
  5. Influent Screens
  6. UV Disinfection

Treatment Objectives

Current treatment system limitations:

- SBR basins lack capacity for long term growth
- Limited expansion ability
- Increasing costs for additional basin construction

Alternative treatment criteria:

- Meet 2040 planning criteria
  - Accommodate influent wastewater flows with increasing local population
- Maintain NPDES permit compliance
- Repurpose existing facility components

Treatment Alternatives

Sequencing Batch Reactor (SBR)

Characterization:

- Batch process

Advantages:

- No clarifier req'd
- Self contained

Disadvantages:

- Large footprint
- 2 additional basins req'd
- Lower relative capacity compared to all others

Membrane Bioreactor (MBR)

Characterization:

- Continuous flow process

Advantages:

- Much smaller footprint
- Greater relative capacity
- Easily expandable

Disadvantages:

- Capital Expenses
- Intensive operation
- Higher maintenance

MLE Process (Activated Sludge)

Characterization:

- Continuous flow process

Advantages:

- Simple operation
- Low operational costs

Disadvantages:

- Larger footprint vs MBR
- More difficult to expand

4-Stage Bardenpho (Activated Sludge)

Characterization:

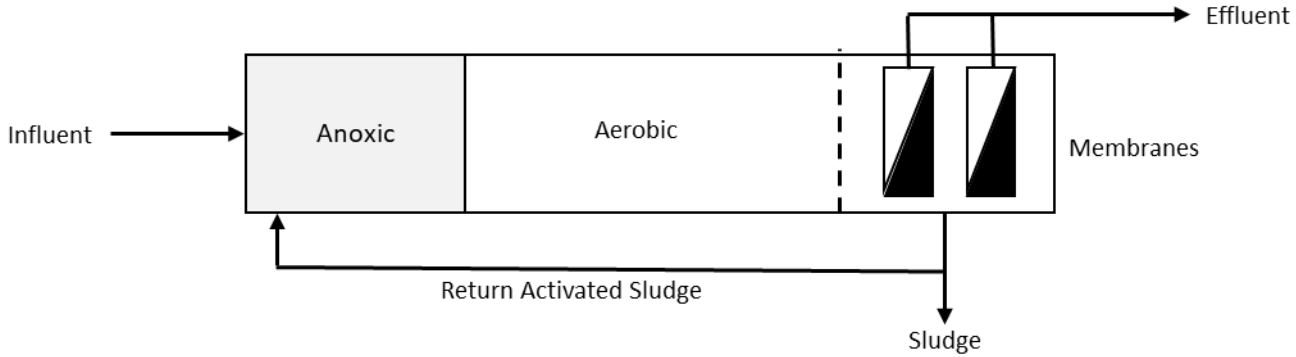
- Continuous flow process

Advantages:

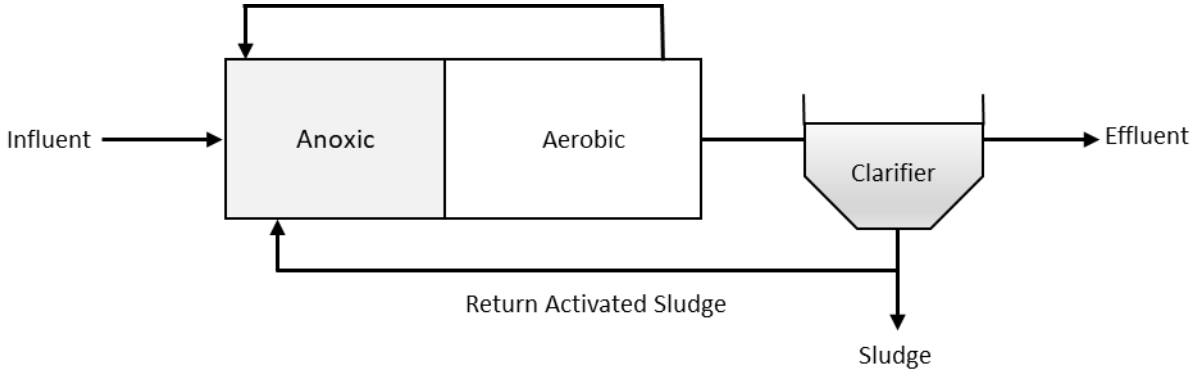
- Simple operation
- Low operational costs

Disadvantages:

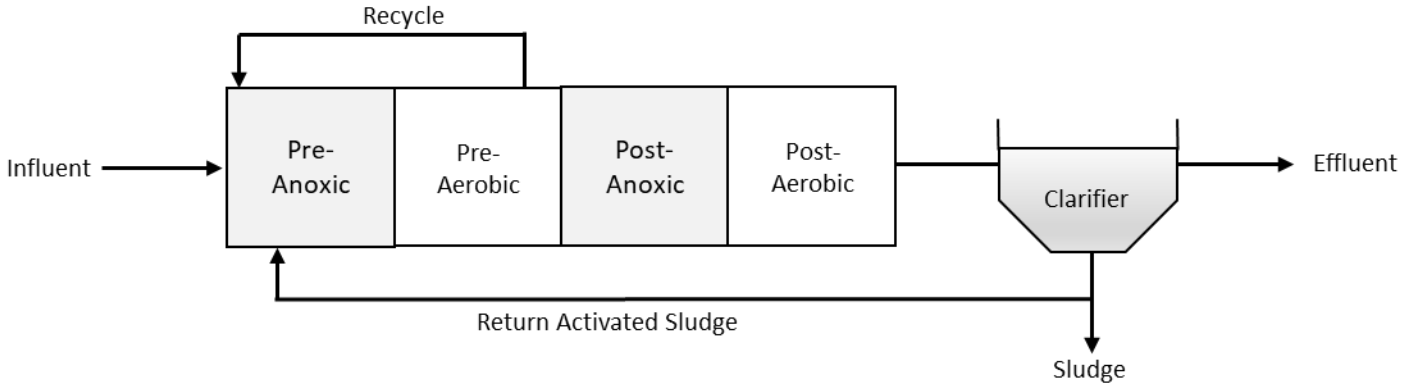
- Larger footprint vs MBR
- More difficult to expand



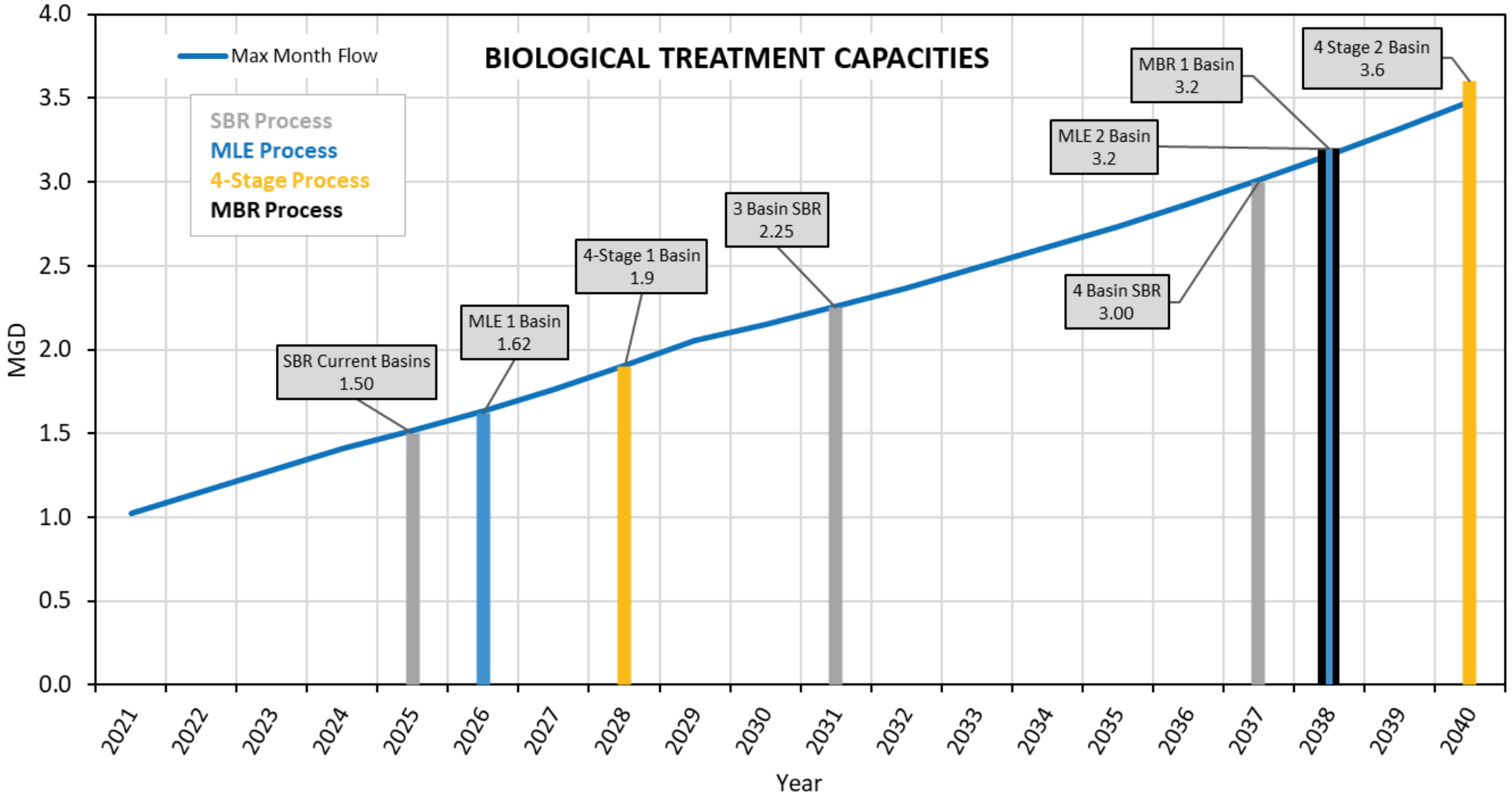
MEMBRANE BIOREACTOR (MBR)



ACTIVATED SLUDGE (MLE)



ACTIVATED SLUDGE (4-STAGE BARDENPHO)


BIOLOGICAL TREATMENT CAPACITIES
Max Month Flow
SBR Process
MLE Process
4-Stage Process
MBR Process
SBR Current Basins 1.50
MLE 1 Basin 1.62
4-Stage 1 Basin 1.9
3 Basin SBR 2.25
4 Basin SBR 3.00
MLE 2 Basin 3.2
MBR 1 Basin 3.2
4 Stage 2 Basin 3.6
MGD
Year
4.0
3.5
3.0
2.5
2.0
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2040

Alternative Upgrade Plan

- Existing SBR basins will be reused for all proposed alternatives

MBR Process	MLE Process	4- Stage Bardenpho
Common Facility Components		
• New basin walls and baffles • Splitter box • Recycle Pumps	• New basin walls and baffles • Splitter box • Recycle Pumps	• New basin walls and baffles • Splitter box • Recycle Pumps
Different Facility Components		
• CIP system and chemical storage • New Fine screens • Permeate pumps • Convert 2nd SBR basin to EQ tank • No clarifier(s) req'd	• (2) Secondary clarifiers • New EQ tank	• (2) Secondary clarifiers • New EQ tank

Alternative Capital Costs

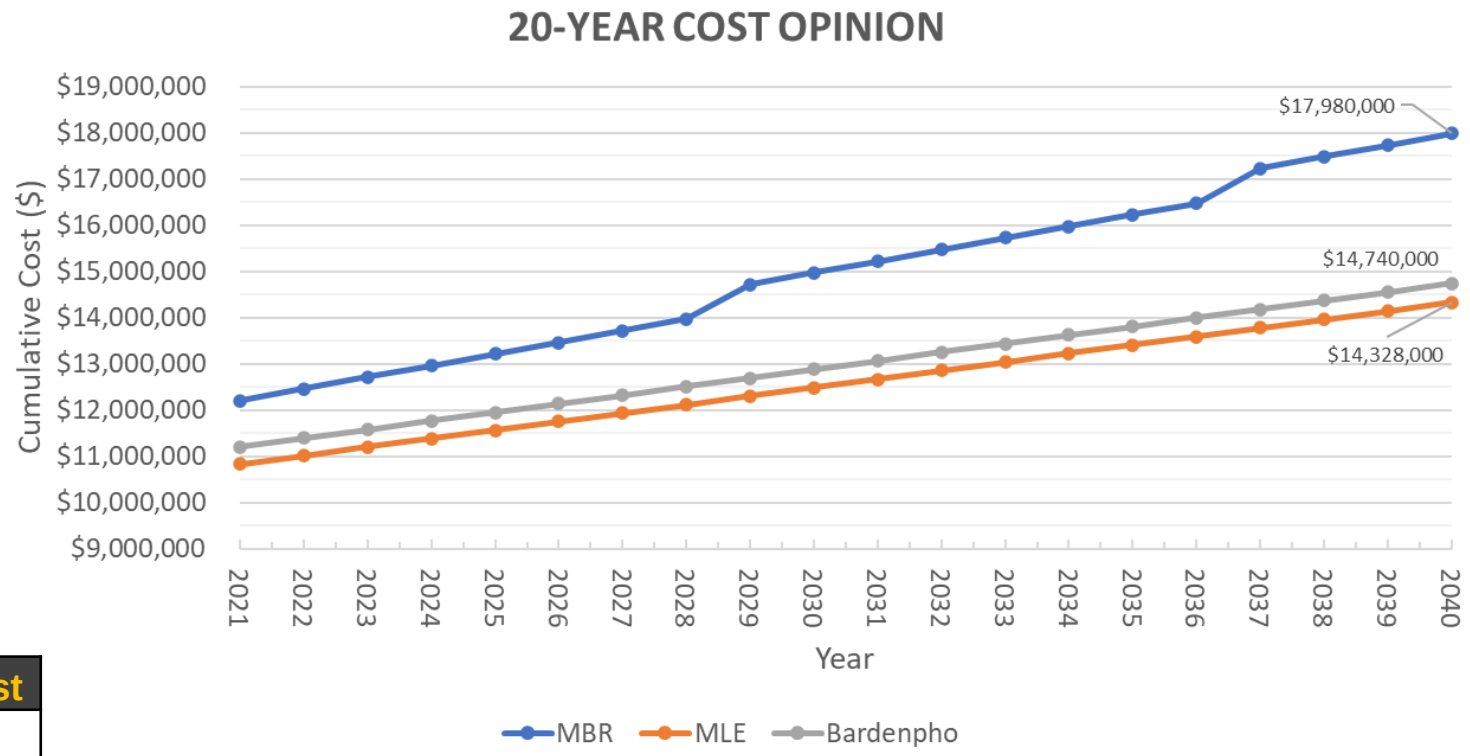
MBR Alternative	Total Unit Cost
MBR Process Equipment	$6,448,000
SBR Basin retrofit to EQ Tank	$502,000
Fine Screens	$1,217,000
Contingency (30%)	$2,451,000
Engineering Design (10%)	$1,062,000
Construction Management (5%)	$531,000
Total	**$12,211,000**

MLE Alternative	Total Unit Cost
MLE Process Equipment	$2,820,000
New EQ Tank	$1,795,000
Secondary Clarifiers	$2,630,000
Contingency (30%)	$2,174,000
Engineering Design (10%)	$942,000
Construction Management (5%)	$471,000
Total	**$10,832,000**

Bardenpho Alternative	Total Unit Cost
Bardenpho Process	$3,069,000
New EQ Tank	$1,795,000
Secondary Clarifiers	$2,630,000
Contingency (30%)	$2,249,000
Engineering Design (10%)	$975,000
Construction Management (5%)	$488,000
Total	**$11,206,000**

20-Year Cost Opinion

- O&M Includes:
  - Electricity usage
  - Chemical dosing
  - Equipment maintenance
  - Critical part replacement



Proposed Alternative	Annualized O&M Cost
Membrane Bioreactor	$313,000
MLE Process	$184,000
4 – Stage Bardenpho	$186,000

Construction Costs

- Includes:
  - Existing equipment upgrades
  - Existing treatment process renovations
  - New equipment purchases
- Costs to meet 2040 planning population
- Total project costs include:
  - Existing equipment upgrades
  - Alternative construction costs

Facility Process Eqt Upgrades	Construction Cost
Process Upgrades	
Influent Screens	$1,286,000
Influent LS & Headworks Bldg	$1,459,000
Grit Removal / Classifier	$1,581,000
Sludge Storage Tank & Pump Station	$804,000
Dewatering & Blower Building	$3,044,000
UV System	$1,553,000
WWTP Office Sewer Updates	$112,000
Gravel Roadway	$472,000
Sludge Removal from Pond	$715,000
Tertiary Phosphorus Treatment*	$4,948,000
Construction Markups	
Contingency (30%)	$4,793,000
Engineering Design (10%)	$2,077,000
Construction Management (5%)	$1,039,000
Total	**$23,883,000**

Alternative Upgrades	Construction Cost
Facility + MBR	**$36,094,000**
Facility + MLE	**$34,715,000**
Facility + 4 – Stage Bardenpho	**$35,089,000**

Additional Considerations

1. **Phosphorus Treatment**
   - Phosphorus limits part of future discharge permit
   - City currently engaged in pilot project
   - Different treatment options available

2. **Temperature Limit**
   - Effluent temperature limit likely part of future discharge permit
   - Varying methods to achieve compliance

3. **Industrial Users**
   - Update City ordinances
   - Industrial users buy capacity from system

Next Steps

1. Finalize Updated Master Plan
2. Select Biological Treatment Alternative
3. Discuss Funding Options
4. Begin Design

EXHIBIT “B”

CITY OF MIDDLETON
HARTLEY SEWER MAIN PROJECT
OCTOBER 6, 2021

CONTRACTOR	ADDENDUM 1	ADDENDUM 2	PRICE
Knife River Corp.			1,814,491.00
Granite Excavation Inc.			1,568,902.00
LaRiviere Inc.			1,478,968.50
Cougar Excavation LLC			1,900,799.00
Bige sky Construction LLC			2,336,458.00

EXHIBIT “C”

AMENDED AND RESTATED ORDINANCE NO. 591

AN ORDINANCE ENACTED BY THE MIDDLETON CITY COUNCIL AMENDING TITLE 1 OF THE MIDDLETON CITY CODE BY THE ADDITION OF A NEW CHAPTER, CHAPTER 20, SECTIONS 1-20-1 THROUGH 1-20-12, ADOPTING A TRANSPORTATION IMPACT FEE FOR THE CITY OF MIDDLETON; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS AND PARTS THEREOF, IN CONFLICT HEREWITH.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO:

Section 1. That Middleton City Code, Title 1, is hereby amended by the addition of a new Chapter, Chapter 1, Sections 1-20-01 through 1-20-12, as follows:

1-20-1: FINDINGS:

The City Council of the City of Middleton, Idaho, finds that:

A. Based on the City of Middleton comprehensive plan adopted by the City pursuant to title 67, chapter 65, Idaho Code, including, but not limited to, the capital improvements element of the comprehensive plan, and the general governmental goal of protecting the health, safety, and general welfare of the citizens of the City, and its area of City impact, it is necessary that the City's public facilities for City transportation accommodate new growth and development within the City.

B. New residential, commercial, and industrial growth and development imposes and will impose increasing and excessive demands upon the transportation facilities.

C. The revenues generated from new residential, commercial, and industrial growth and development often do not generate sufficient funds to provide the necessary improvements to these transportation facilities to accommodate new growth and development.

D. New growth and development are expected to continue and will place ever increasing demands on the City to provide and expand the transportation facilities to serve new growth and development.

E. The City has planned for the improvement of the transportation facilities in the capital improvements plan, duly made part of the City of Middleton’s Comprehensive Plan.

F. The creation of an equitable impact fee system for transportation impact fees would enable the City to impose a proportionate share of the costs of needed improvements to the public transportation facilities to accommodate new growth and development, and would assist the City in implementing the capital improvements element of the comprehensive plan.

G. In order to implement an equitable impact fee system for the public facilities, the City retained Kittelson & Associates, Inc. to prepare an impact fee study for these types of transportation facilities. The resulting document (the "impact fee study") is on file in the Office of the City Clerk of the City of Middleton.

H. The impact fee study is consistent with the City of Middleton comprehensive plan and the levels of service set forth in the impact fee study are hereby adopted.

I. The impact fee study sets forth reasonable methodologies and analyses for determining the impacts of new residential, commercial, and industrial growth and development on the public

transportation facilities and determines the cost of acquiring or constructing the improvements necessary to meet the demands for such public facilities created by new growth and development.

J. The impact fee study uses a calculation methodology that is a net of credits for the present value of revenues that will be generated by new growth and development based on historical funding patterns and that are reasonably anticipated to be available to pay for system improvements including user fees, debt service payments, taxes, assessments, intergovernmental transfers, and all other available sources of funding such system, and included consideration of the following factors:

1. The cost of existing system improvements within the service area or areas;
2. The means by which existing system improvements have been financed;
3. The extent to which the new development will contribute to the cost of system improvements through taxation, assessment, or developer or landowner contributions, or has previously contributed to the cost of system improvements through developer or landowner contributions;
4. The extent to which the new development is required to contribute to the cost of existing system improvements in the future;
5. The extent to which the new development should be credited for providing system improvements, without charge to other properties within the service area or areas;
6. Extraordinary costs, if any, incurred in serving the new development;
7. The time and price differential inherent in a fair comparison of fees paid at different times; and
8. The availability of other sources of funding system improvements including, but not limited to, user charges, general tax levies, intergovernmental transfers, and special taxation.

K. The impact fees are based on the impact fee study, and do not exceed the costs of system improvements for the public facilities to serve new development that will pay the impact fees.

L. The City transportation infrastructure included in the calculation of impact fees in the impact fee study will benefit all new growth and development throughout the City, and it is therefore appropriate to treat all areas of the City as a single service area for purposes of calculating, collecting and spending the impact fees collected.

M. There is both a rational nexus and a rough proportionality between the development impacts created by each type of development covered by this chapter and the impact fees that such development will be required to pay.

N. This chapter creates a system by which impact fees paid by new growth and development will be used to finance, defray or to provide capital improvements for the public facilities in ways that benefit the development for which impact fees were paid.

O. This chapter creates a system under which impact fees shall not be used to correct existing deficiencies in public facilities, or to replace or rehabilitate existing public facilities, or to pay for routine operation or maintenance of those public facilities.

P. This chapter creates a system under which there shall be no double payment of impact fees, in accordance with Idaho Code section 67-8204(19).

Q. This chapter is consistent with all applicable provisions of title 67, chapter 82, Idaho Code, concerning impact fee ordinances.

R. This chapter shall not be deemed invalid because payment of an impact fee may result in an incidental benefit to others within the service area other than the fee payer.

1-20-2: AUTHORITY, APPLICABILITY, AND EFFECTIVE DATE:

A. This chapter is enacted pursuant to the City's general police powers pursuant to the authority granted to the City by title 50, Idaho Code, and pursuant to the authority granted to the City by section 67-8201 et seq., Idaho Code.

B. The provisions of this chapter shall apply to all territory within the limits of the City.

1-20-3: INTENT:

A. The intent of this chapter is to promote the health, safety and general welfare of the residents of the City and its area of City impact.

B. The intent of this chapter is to be consistent with those principles for allocating a fair and proportionate share of the cost of capital improvements to public facilities to serve new development in compliance with the provisions set forth in section 67-8201 et seq., Idaho Code. The provisions of this chapter shall be interpreted, construed and enforced in accordance with the provisions set forth in section 67-8201 et seq., Idaho Code.

C. The intent of this chapter is that impact fees should be charged, collected, and expended for City transportation capital improvements to increase the service capacity of those public facilities, which capital improvements are included in approved capital improvements plans that list the capital improvements that may be funded with impact fees.

D. The intent of this chapter is to ensure that: public facilities are available to serve new development; new development bears a proportionate share of the cost of City transportation capital improvements to such public facilities; to ensure that such proportionate share does not exceed the cost of the capital improvements to such public facilities required to serve new development; and to ensure that the funds collected from new development are used for capital improvements for public facilities that benefit new development.

E. It is not the intent of this chapter to collect any monies from new development in excess of the actual amount necessary to offset new demands for capital improvements to public facilities created by such new development.

F. It is not the intent of this chapter that the impact fees be used to remedy any deficiency in existing City transportation facilities on the effective date hereof, or ever be used to replace, rehabilitate, maintain and/or operate any public facilities.

G. It is not the intent of this chapter that any monies collected from an impact fee deposited in an Impact Fee Fund ever be commingled with monies from a different fund, or ever be used for capital improvements that are different from those for which the impact fee was paid.

H. It is not the intent of this chapter that impact fees be used for:

1. Construction, acquisition or expansion of public facilities other than capital improvements identified in the capital improvements plan.

2. Repair, operation or maintenance of existing or new capital improvements.

3. Upgrading, updating, expanding or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental or regulatory standards.

4. Upgrading, updating, expanding or replacing existing capital improvements to serve existing development to provide better service to existing development.

5. Administrative and operating costs of the City unless such costs are attributable to development of the capital improvements plan used to determine impact fees by a surcharge imposed by ordinance on the collection of an impact fee, which surcharge shall

not exceed a development's proportionate share of the cost of preparing the capital improvements plan.

6. Principal payments and interest or other finance charges on bonds or other indebtedness except financial obligations issued by or on behalf of the City to finance capital improvements identified in the capital improvements plan.

1-20-4: IMPOSITION AND COMPUTATION OF IMPACT FEES:

A. The development impact fee reflects the need for capital improvements to public transportation facilities created by new development. Any application for a building permit enabling the construction and, in the case of construction that does not require a building permit, any building that takes place on or after the effective date hereof shall be subject to the imposition of impact fees in the manner and amount set forth in this chapter. The methodology adopted for the purpose of determining City transportation impact fees shall be based upon the assumptions set forth in the impact fee study and pursuant to the following:

1. The development impact fee shall not exceed the proportionate share of the costs incurred or the costs that will be incurred by the City in the provision of system improvements to serve new development.

2. The proportionate share is the cost attributable to the new development after consideration by the City of the following factors:

a. Any appropriate credit, offset or contribution of money, dedication of land, or construction of system improvements;

b. Payments reasonably anticipated to be made by or as a result of a new development in the form of user fees and debt service payments;

c. That portion of general tax and other revenues allocated by the jurisdiction to system improvements; and

d. All other available sources of funding such system improvements.

3. In determining the proportionate share of the cost of system improvements to be paid by the developer, the following additional factors shall be considered:

a. The cost of existing system improvements within the service area or areas;

b. The means by which existing system improvements have been financed;

c. The extent to which the new development will contribute to the cost of system improvements through taxation, assessment, or developer or landowner contributions, or has previously contributed to the cost of system improvements through developer or landowner contributions;

d. The extent to which the new development is required to contribute to the cost of existing system improvements in the future;

e. The extent to which the new development should be credited for providing system improvements, without charge to other properties within the service area or areas;

f. Extraordinary costs, if any, incurred in serving the new development;

g. The time and price differential inherent in a fair comparison of fees paid at different times; and

h. The availability of other sources of funding system improvements including, but not limited to, user charges, general tax levies, intergovernmental

transfers, and special taxation. The governmental entity shall develop a plan for alternative sources of revenue.

4. The current transportation impact fees for the City of Middleton are set forth in Title 1, Chapter 20, Section 1-16-12, Middleton City Code.

B. Impact fees shall be required as a condition of approval of all residential, commercial, and industrial development in the service area for which a building permit is required and shall be payable prior to the issuance of any building permit (or installation permit in the case of a manufactured home) for a dwelling unit. Except as otherwise provided herein, after the effective date hereof, no building permit shall be issued until the impact fees described in this chapter have been paid, unless the development for which the permit is sought is exempted or approved credits are used to cover the impact fee. The City shall have the authority to withhold a building permit, stop construction, withhold utility services or impose liens as the case may be, until the appropriate impact fee has been collected.

C. After payment of the development impact fees or execution of an agreement for payment of development impact fees, additional development impact fees or increases in fees may not be assessed unless the number of service units increases or the scope or schedule of the development changes. In the event of an increase in the number of service units or schedule of the development changes, the additional development impact fees to be imposed are limited to the amount attributable to the additional service units or change in scope of the development.

D. A fee payer required to pay an impact fee may choose to have the amount of such impact fee determined pursuant to either the fee schedule (whereupon such payment shall be recognized as full and complete payment of the development's proportionate share of system improvement costs, except as provided in Idaho Code section 67-8214(3)) or subsections E through G of this section. If the fee payer chooses to have the amount of such impact fee determined pursuant to subsections E through G of this section, such impact fee shall be subject to the adjustment described in this section, if applicable. If the project is a mix of those uses listed on the fee schedule, then the impact fees shall be determined by adding up the impact fees that would be payable for each use as if it were a freestanding use pursuant to the fee schedule.

E. Individual assessment of impact fees is permitted in situations where the fee payer can demonstrate by clear and convincing evidence that the established impact fee is inappropriate for the project. Written application for individual assessment shall be made to the City at any time prior to receiving building permit(s). Late applications for individual assessment of impact fees may be considered for a period of sixty (60) days after the receipt of a building permit only if the fee payer makes a showing that the facts supporting such application were not known or discoverable prior to receipt of a building permit and that undue hardship would result if said application is not considered. Such independent impact fee calculation study for the fee payer's development shall be prepared at the fee payer's cost by a qualified professional and contain studies, data and other relevant information and be submitted to the City for review. Any such study shall be based on the same methodology and the same level of service standards, improvements and costs used in the impact fee study, and must document the methodologies and assumptions used. The City may hire a professional consultant to review any independent impact fee calculation study on behalf of the City, and may charge the reasonable costs of such review to the fee payer.

F. Any independent impact fee calculation study submitted by a fee payer may be accepted, rejected or accepted with modifications by the City as the basis for calculating impact fees. The City shall not be required to accept any study or documentation the City reasonably deems to be

inaccurate or unreliable, and shall have the authority to request that the fee payer submit additional or different documentation for consideration in connection with review of any independent impact fee calculation. If such additional or different documentation is accepted or accepted with modifications as a more accurate measure of the impact fees due in connection with fee payer's proposed development than the applicable impact fees set forth in the fee schedule, then the impact fee due under this chapter shall be calculated according to such documentation.

G. The City shall render a written decision establishing the impact fees in connection with the individual assessment within thirty (30) days of the date a complete application is submitted. The decision shall include an explanation of the calculation of the impact fees, shall specify the system improvement(s) for which the impact fees are intended to be used, and shall include an explanation of the factors considered pursuant to Idaho Code section 67-8207.

H. Certification of the impact fee for a project may be applied for in the following manner:

1. Written application may be made to the City not later than sixty (60) days after development approval by the City Council. Late applications for certification of the impact fee will not be considered unless the fee payer makes a showing that the facts supporting such application were not known or discoverable until after the time had run and that undue hardship would result if said application is not considered.

2. The City shall provide the fee payer with a written impact fee certification for the project within thirty (30) days of the date a complete application is submitted. The certification provided by the City shall establish the impact fee for the project in question so long as there is no material change to the project as identified in the certification application or the impact fee schedule. The certification shall include an explanation of the calculation of the impact fees, shall specify the system improvement(s) for which the impact fees are intended to be used, and shall include an explanation of the factors considered, which factors are identified in subsection G of this section.

I. Appeals of the City's determination of an individual assessment or certification shall be made to the City as provided further in this chapter.

J. There may be circumstances where the anticipated fiscal impacts of a proposed development are of such magnitude that the City may be unable to accommodate the development without excessive or unscheduled public expenditures that exceed the amount of the anticipated impact fees from such development. If the City determines that a proposed development would create such an extraordinary impact on the City's transportation infrastructure and facilites, the City may refuse to approve the proposed development and/or may recommend to the other affected government agencies that the project not be approved. In the alternative, the City may calculate a pro rata share per dwelling unit, or square feet of nonresidential buildings, of the extraordinary impact and charge a reasonable extraordinary impact fee that is greater than would ordinarily be charged pursuant to the fee schedule.

K. If the City discovers an error in its impact fee formula that results in assessment or payment of more than a proportionate share, City shall, at the time of assessment on a case by case basis, adjust the impact fee to collect no more than a proportionate share or discontinue the collection of any impact fees until the error is corrected by ordinance.

1-20-5: PAYMENT OF IMPACT FEES:

A. After the effective date hereof all fee payers shall pay the impact fees as provided by this chapter to the City following application for a building permit and prior to the issuance of any building permit for a dwelling unit.

B. All impact fees paid by a fee payer pursuant to this chapter shall be promptly deposited in the Impact Fee Fund.

1-20-6: IMPACT FEE FUNDS; REFUNDS OF IMPACT FEES PAID:

A. There is hereby established a City Transportation Impact Fee Fund into which shall be deposited all transportation impact fees for the purpose of ensuring City transportation impact fees collected pursuant hereto are designated for the accommodation of City transportation capital improvements reasonably necessary to serve new development that paid the impact fee.

B. Each fund shall be an interest bearing account which shall be accounted for separately from other impact fee funds and from other City funds. Any interest or other income earned on monies deposited in a fund shall be credited to such fund. Expenditures of impact fees shall be made only for the category of system improvements for which the impact fees were collected and as identified in the capital improvements plan.

C. Except as otherwise provided herein, monies from the fund, including any accrued interest, shall be limited to the financing of acquisition, expansion, and/or improvement of capital improvements, or for principal and interest payments on bonds or other borrowed revenues used to acquire, expand or improve such capital improvements, necessary to serve new development. Impact fees in each fund shall be spent within eight (8) years from the date such impact fees were collected on a first in/first out (FIFO) basis. The City may hold the impact fees longer than the prescribed time period if the City identifies, in writing: 1) a reasonable cause why the impact fees should be held longer; and 2) an anticipated date by which the impact fees will be expended but in no event longer than eleven (11) years from the date the impact fees were collected.

D. The City shall prepare annual reports to be provided to the Advisory Committee and the City Council, which reports shall: 1) describe the amount of all impact fees collected, appropriated or spent for system improvements during the preceding year, as applicable, by category of public facility and service area; and 2) describe the percentage of tax and revenues other than impact fees collected, appropriated or spent for system improvements during the preceding year, as applicable, by category of public facility and service area.

E. Funds shall be deemed expended when payment of such funds has been approved by the City. The fee payer or successor in interest shall be entitled to a refund of the impact fee if:

1. Service is available but never provided;
2. A building permit or permit for installation of a manufactured home is revoked or abandoned;
3. The City, after collecting the impact fee when service is not available, has failed to appropriate and expend the collected impact fees; or
4. The fee payer pays an impact fee under protest and a subsequent review of the impact fee paid or the completion of an individual assessment determines that the impact fee paid exceeded the proportionate share to which the City was entitled to receive.

F. When the right to a refund exists, within ninety (90) days after the City determines that a refund is due, the City shall provide written notice of entitlement to a refund, to the owner of record and the fee payer who paid the impact fees at the address shown on the application for development approval, or to a successor in interest who has notified the City of a transfer of the right or entitlement to a refund and who has provided to the City a mailing address. When the right to a refund exists, the City shall also publish the notice of entitlement to a refund within thirty (30) days after the expiration of the eight (8) year period after the date that the impact fees were collected. Such published notice shall contain the heading "Notice Of Entitlement To Impact Fee Refund".

G. A refund shall include interest at one-half (1/2) the legal rate provided for in section 28-22-104, Idaho Code, from the date on which the impact fee was originally paid.

H. In order to be eligible for a refund, a fee payer, successor in interest or owner of record shall file a written application for a refund with the City within six (6) months of the time such refund becomes payable under subsection C of this section, or within six (6) months of publication of the notice of entitlement to a refund, whichever is later. If a successor in interest claims a refund of impact fees, the City may require written documentation that such rights have been transferred to the claimant prior to issuing the requested refund. Refunds shall be paid within sixty (60) days after the date on which the City determines that a sufficient proof of claim for a refund has been made.

I. Any person entitled to a refund shall have standing to sue for a refund under the provisions of this chapter if there has not been a timely payment of a refund as provided herein.

1-20-7: EXEMPTIONS FROM IMPACT FEES:

A. The following types of land development shall be exempted from payment of the impact fees imposed by this chapter:

1. Rebuilding the same amount of square feet of a dwelling unit or nonresidential structure that was destroyed by fire or other catastrophe, provided that the structure is rebuilt and ready for occupancy within two (2) years of its destruction.

2. Construction of an unoccupied, detached accessory structure, or addition of uses related to a dwelling unit unless it can be clearly demonstrated that the use creates a significant impact on the capacity of system improvements.

3. Remodeling or repairing a dwelling unit or a nonresidential structure in a manner that does not increase the number of service units.

4. Replacing a dwelling unit with another dwelling unit on the same lot, provided that the number of service units does not increase.

5. Placing a temporary construction trailer or office on a lot.

6. Constructing an addition on a residential structure which does not increase the number of service units.

7. Adding uses that are typically accessory to residential uses, such as tennis courts or clubhouse, unless it can be clearly demonstrated that the use creates a significant impact on the capacity of system improvements.

B. An impact fee will be assessed for installation of a modular building, manufactured home or recreational vehicle unless the fee payer can demonstrate by documentation such as utility bills and tax records, either: 1) that a modular building, manufactured home or recreational vehicle was legally in place on the lot or space prior to the effective date hereof; or 2) that an impact fee has been paid previously for the installation of a modular building, manufactured home or recreational vehicle on that same lot or space. Lawful storage of a recreational vehicle shall not be deemed installation for purposes of this chapter. (Ord. 541, 8-6-2014; amd. Ord. 609, 7-3-2018)

1-20-8: CREDITS; REIMBURSEMENTS:

A. No fee payer shall be required to construct, fund or contribute any capital improvement to meet the same need for City transportation for which an impact fee is imposed. All system improvements constructed, funded or contributed over and above the proportionate share of system improvement costs, including such system improvements paid for pursuant to a local improvement district, shall result in either a credit on future impact fees or reimbursement (at the fee payer's

option) for such excess construction, funding or contribution to be paid from impact fees paid by future development that benefits from such system improvements constructed, funded or contributed by the fee payer. However, no credit or reimbursement shall be provided for: 1) project improvements; 2) any construction, funding or contribution not agreed to in writing by the City prior to commencement of such construction, funding or contribution; 3) any construction, funding or contribution of a type of capital improvements not included in the calculation of the applicable impact fee; and 4) any improvement required by an agency other than the City for that agency's development approval.

B. In the calculation of an individual assessment of impact fees for a project, credit shall be given for the present value of all tax and user fee revenue generated by the fee payer within the service area and used by the City for system improvements of the category for which the impact fee is being collected. If the amount of such credit exceeds the impact fee for a project, the fee payer shall receive a credit on future impact fees. The credit may be applied by the fee payer as an offset against future impact fees only in the service area where the credit was generated.

C. In the calculation of impact fees for a project, credit or reimbursement (at the fee payer's option) shall be given for the present value of any construction of system improvements or contribution of land or money required by the City from the developer for system improvements of the category for which the impact fee is being collected, including system improvements paid for through local improvement district assessments. Credit or reimbursement shall not be given for project improvement.

D. If credit or reimbursement is due to the fee payer, the City and fee payer shall enter into a written agreement, negotiated in good faith, prior to the construction, funding or contribution. The written agreement shall include, without limitation: a description of the construction, funding or contribution of system improvements including, in the case of real property, a legal description of the real property; description as to how the system improvements are to be valued; the amount of the credit or the amount, time and form of reimbursement; instructions as to how the capital improvements should be provided to the City to ensure full transfer of ownership; and the circumstances under which the credit or reimbursement is deemed effective. To assist in such reimbursement, the City shall continue to collect impact fees from other developers whose proposed developments will benefit from such construction, funding or contribution, and will promptly transfer such funds to the fee payer. If a successor in interest claims a reimbursement or credit, the City may require written documentation that such rights have been conveyed to the claimant prior to issuing the requested reimbursement or credit.

E. Approved credits may be used to reduce the amount of impact fees in connection with any new development until the amount of the credit is exhausted. Each time a request to use approved credits is presented to the City, the City shall reduce the amount of the applicable impact fee otherwise due from the fee payer and shall note in the City records the amount of credit remaining, if any. Upon request of the fee payer, the City shall issue a letter stating the amount of credit available. If the credit has not been exhausted within eight (8) years of the date of issuance of the first building permit for which an impact fee was due and payable, or within such other time period as may be designated in writing by the City, such credit shall lapse, unless a refund of the remaining credit is applied for.

F. Approved credits or reimbursement shall only be used to reduce the amount of the impact fee of the category for which the impact fee is otherwise due, and shall not be paid to the fee payer in cash or in credits against any other monies due from the fee payer to the City.

G. Credit for land dedications shall, at the fee payer's option, be valued at: 1) one hundred percent (100%) of the most recent assessed value for such land as shown in the records of the Canyon County Assessor; or 2) that fair market value established by a private appraiser reasonably acceptable to the City in an appraisal paid for by the fee payer. Credit for contribution or construction of system improvements shall be valued by the City based on complete engineering drawings, specifications, and construction cost estimates submitted by the fee payer to the City, which estimates shall be revised as actual costs become available. The City shall determine the amount of credit due based on the information submitted, or, if the City determines that such information is inaccurate or unreliable, then on alternative engineering or construction costs reasonably acceptable to the City as a more accurate measure of the value of the offered system improvements to the City.

H. Approved credits for land dedications shall become effective when the land has been conveyed to the City in a form reasonably acceptable to the City at no cost to the City, and has been accepted by the City. Approved credits for contribution or construction of system improvements shall generally become effective when: 1) all required construction has been completed and has been accepted by the City; and 2) all design, construction, inspection, testing, bonding, and acceptance procedures have been completed in compliance with all applicable requirements of the City. Approved credits for the construction of system improvements may become effective at an earlier date if the fee payer posts security in the form of a performance bond, irrevocable letter of credit or escrow agreement in the amount and under terms reasonably acceptable to the City.

I. Credit may only be transferred by a fee payer that has received credit to such fee payer's successor in interest. The credit may be used only to offset impact fees for the same category for which the credit was issued. Credits shall be transferred by any written instrument clearly identifying which credits are being transferred, the dollar amount of the credit being transferred, and the system improvements for which the credit was issued. The instrument of transfer shall be signed by both the transferor and transferee, and a copy of the document shall be delivered to the City for documentation of the transfer before the transfer shall be deemed effective.

J. In the event that a developer intends to contribute or dedicate an interest in land in lieu of paying impact fees or a portion thereof, the following procedures and criteria shall be applied:

1. The City with the advice of the appropriate department head and the City Attorney will determine whether the land proposed for dedication is acceptable based upon the following considerations:

    a. Size: The size of the parcel is expressed as a net amount and is exclusive of road right-of-way, existing and proposed easements, borrow pits, lakes, and other manmade or natural conditions which restrict or impede the intended use of such areas.

    b. Unity: The land to be dedicated shall form a single parcel of land except where aforesaid review determines that two (2) or more parcels would be in the best public interest.

    c. Shape: The configuration of the parcel of land is such as to be usable for public facilities purposes as determined by the City.

    d. Location: The land to be dedicated is so located as to serve the needs of the development, by being within the service area public facilities.

    e. Access: Appropriate access to the land to be dedicated is provided by improved public road frontage.

f. Utility: Dedicated land should be usable for public facilities purposes and meet the following criteria prior to its final acceptance by the City:

1) The property is platted and ready to be developed.

2) All utilities are in place and are at the perimeter of the site and include roads, walks, curbs, water lines, sewer lines, electric service lines, and telephone service lines.

3) All utilities are of sufficient quality and quantity to adequately service the site.

4) The property is filled and compacted to comply with all appropriate Subdivision Codes, Building and Zoning Codes, and flood insurance laws and regulations. The fill and compaction are of sufficient quality to accept the contemplated improvements.

g. Plans: City, regional, and State plans shall be taken into consideration when evaluating land proposals for dedication.

2. Appeals of the City's determination of land suitability shall be made to the City Council by the filing of an appeal with the City Clerk no later than ten (10) days following the date of the decision of the City.

1-20-9: APPEALS:

The decisions of the City may be appealed as provided below:

A. Any fee payer who is or may be obligated to pay an impact fee may appeal a decision made by the City in applying this chapter to the City Council's designee. Such decisions that may be appealed include:

1. The applicability of an impact fee to the development.
2. The amount of an impact fee to be paid for the development.
3. The availability, amount or application of any credit.
4. The amount of any refund, reimbursement or credit.
5. Any discretionary action or inaction by or on behalf of the City.

A fee payer may pay an impact fee under protest in order to obtain a development approval or building permit(s) and, by paying such impact fee, shall not be estopped from exercising the right of appeal provided herein, nor shall the fee payer be estopped from receiving a refund of any amount deemed to have been illegally collected. Upon final disposition of an appeal, the impact fee shall be adjusted in accordance with the decision rendered and, if necessary, a refund paid.

B. In order to pursue an appeal, the fee payer shall file a written notice of appeal with the City Council's designee within fifteen (15) days after the date of the decision being appealed, or the date on which the fee payer submitted a payment of impact fees under protest, whichever is later. Such written application shall include a statement describing why the appellant believes that the decision was in error; together with copies of any documents that the appellant believes supports the claim.

C. The City Council's designee shall notify the fee payer of the hearing date on the appeal, which notice shall be given no less than fifteen (15) days prior to the date of the hearing, and shall hear the appeal within thirty (30) days after receipt of a written notice of appeal. The appellant shall have a right to be present and to present evidence in support of the appeal. The City who made the decision under appeal shall likewise have the right to be present and to present evidence in support of the decision. The burden of proof in any such hearing shall be on the fee payer to

demonstrate that the amount of the impact fee, credit, reimbursement or refund was not properly calculated by the City.

D. The criteria to be used by the City Council's designee shall be whether: 1) the decision or interpretation made by the City; or 2) the alternative decision or interpretation offered by the appellant, more accurately reflects the intent of this chapter that new development in the City pay its proportionate share of the costs of system improvements for public facilities necessary to serve new growth and development. The City Council's designee may affirm, reject or revise the decision of the City, providing written findings of fact and conclusions, within fifteen (15) days after hearing the appeal. The City Council's designee shall modify the amount of the impact fee, credit, refund or reimbursement only if there is substantial evidence in the record that the City erred, based upon the methodologies contained in the impact fee study, this chapter and/or the capital improvements plan. The decision of the City Council's designee shall be final.

E. Upon voluntary agreement by the fee payer and the City, the fee payer and the City may enter into mediation with a qualified independent party to address a disagreement related to the impact fee for proposed development. Costs for the independent mediation service shall be shared equally by the fee payer and the City. Mediation may take place at any time during an appeals process and participation in mediation does not preclude the fee payer from pursuing other remedies.

1-20-10: IMPACT FEE ADVISORY COMMITTEE:

A. The City has established an Advisory Committee. The Advisory Committee shall continue to be composed of not fewer than five (5) members appointed by the City Council. Two (2) or more members of the Advisory Committee shall be active in the business of development, building or real estate. The Advisory Committee shall serve in an advisory capacity to the City Council and is established to:

1. Assist the City in adopting land use assumptions;
2. Review the capital improvements plan, and proposed amendments, and file written comments;
3. Monitor and evaluate implementation of the capital improvements plan;
4. File periodic reports, at least annually, with respect to the capital improvements plan and report to the City any perceived inequities in implementing the capital improvements plan or imposing the impact fees; and
5. Advise the City of the need to update or revise land use assumptions, the capital improvements plan, and impact fees.

B. The City shall make available to the Advisory Committee, upon request, all financial and accounting information, professional reports in relation to other development and implementation of land use assumptions, the capital improvements plan and periodic updates of the capital improvements plan.

1-20-11: MISCELLANEOUS PROVISIONS:

A. As used in this chapter, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others wherever and whenever the context so dictates; the word shall, will or must is always mandatory; the word may is permissive; and the word should indicates that which is recommended, but not required.

B. Nothing in this chapter shall be construed to create any additional right to develop real property or diminish the power of the City in regulating the orderly development of real property.

C. Nothing in this chapter shall limit or modify the rights of any person to complete any development for which a lawful building permit was issued prior to the effective date hereof.

D. Nothing in this chapter shall prevent the City from requiring a developer to construct reasonable project improvements in conjunction with a project.

E. Nothing in this chapter shall limit the ability of the City to enter into intergovernmental agreements as provided in section 67-8204A, Idaho Code.

F. Nothing in this chapter shall obligate the City to approve any development request that may reasonably be expected to reduce levels of service below minimum acceptable levels established in the development impact fee study.

G. Nothing in this chapter shall obligate the City to approve development which results in extraordinary impact.

H. Notwithstanding any agreement by the fee payer to pay the proportionate share of system improvement costs documented by the supplemental study, nothing in this chapter shall obligate the City to approve development that results in an extraordinary impact.

I. Nothing in this chapter shall work to limit the use by the City of the power of eminent domain or supersede or conflict with requirements or procedures authorized in the Idaho Code for local improvement districts or general obligation bond issues.

J. A development impact fee shall not exceed a proportionate share of the cost of system improvements determined in accordance with section 67-8207, Idaho Code. Development impact fees shall be based on actual system improvement costs or reasonable estimates of such costs.

K. Nothing in this chapter shall be construed to prevent or prohibit private agreements between developers, the City, the Idaho Transportation Department, and/or other governmental entities in regard to the construction or installation of system improvements or providing for credits or reimbursements for system improvement costs incurred by a developer or fee payer, including interproject transfers of credits, or providing for reimbursement for project improvements that are used or shared by more than one development project. If it can be shown that a proposed development has a direct impact on a public facility under the jurisdiction of the Idaho Transportation Department, then the agreement shall include a provision for the allocation of development impact fees collected from the developer or fee payer for the improvement of the public facility by the Idaho Transportation Department.

L. Nothing in this chapter shall restrict or diminish the power of the City: 1) to impose reasonable conditions on the annexation of any property to the City in accordance with Idaho Code, including conditions for recovery of project or system improvement costs required as a result of such voluntary annexation, or 2) to negotiate and execute development agreements that may impose additional conditions on development, including the recovery of project or system improvement costs, either in connection with a proposed annexation or in connection with any other development within the City.

M. The impact fees described in this chapter, and the administrative procedures of this chapter shall be reviewed at least once every five (5) years to ensure that: 1) the demand and cost assumptions and other assumptions underlying such impact fees are still valid; 2) the resulting impact fees do not exceed the actual costs of providing City transportation infrastructure required to serve new development; 3) the monies collected in any Impact Fee Fund have been and are expected to be spent for system improvements of the type for which such impact fees were paid; and 4) such system improvements will benefit those developments for which the impact fees were paid.

N. Violation of this chapter shall be subject to those remedies provided in this Code. Knowingly furnishing false information to any official of the City charged with the administration of this chapter on any matter relating to the administration of this chapter including, without limitation, the furnishing of false information regarding the expected size or use of a proposed development, shall be a violation of this chapter.

O. The captions used in this chapter are for convenience only and shall not affect the interpretation of any portion of the text of this chapter.

1-20-12: IMPACT FEE SCHEDULE:

Land Use Type	ITE Land Use Code	Peak Hour Trip Gen Rate	Trip Gen Unit-Type	Network Adjustment Factor	New Trip Factor (Pass-By)	Average Trip Length (miles) (See Note 2)	VMT Cost (per mile)	Traffic Impact Fee per Unit
Single Family Housing	210	0.495	Per dwelling unit (PDU)	0.317	1.00	11.2	$2,883	$5050
Multifamily Housing, Low-Rise	220	0.28	PDU	0.317	1.00	11.2	$2,883	$2857
Multifamily Housing, Mid-Rise	221	0.22	PDU	0.317	1.00	11.2	$2,883	$2245
Mobile Home	240	0.23	PDU	0.317	1.00	11.2	$2,883	$2347
Accessory Dwelling Unit	See Note 1	0.155	PDU	0.317	1.00	11.2	$2,883	$1581
Senior Adult Housing-Attached	252	0.13	PDU	0.317	1.00	11.2	$2,883	$1326
Senior Adult Housing-Detached	251	0.15	PDU	0.317	1.00	11.2	$2,883	$1530
Assisted Living	254	0.13	Per bed	0.317	1.00	11.2	$2,883	$1326
Hotel	310	0.3	Per room	0.317	1.00	11.2	$2,883	$3061
Motel	320	0.19	Per room	0.317	1.00	11.2	$2,883	$1939
Automobile Car Center/Repair	942	1.555	Per 1000 SF	0.317	0.72	2.8	$2,883	$2856
Automobile Parts Sales	843	2.455	Per 1000 SF	0.317	0.57	2.8	$2,883	$3569
Bank (No Drive-Thru)	911	6.065	Per 1000 SF	0.317	0.65	2.8	$2,883	$10056
Bank (With Drive-Thru)	912	10.225	Per 1000 SF	0.317	0.65	2.8	$2,883	$16953
Building Materials and Lumber	812	1.03	Per 1000 SF	0.317	1.00	11.2	$2,883	$10509
Church	560	0.245	Per 1000 SF	0.317	1.00	5.6	$2,883	$1250
Coffee/Donut Shop No Drive-Thru	936	18.155	Per 1000 SF	0.317	0.50	2.8	$2,883	$23154
Coffee/Donut Shop with Drive-Thru	937	21.69	Per 1000 SF	0.317	0.50	2.8	$2,883	$27663
Coffee shop with Drive-Thru No Indoor Seats	938	41.665	Per 1000 SF	0.317	0.11	2.8	$2,883	$11690
Convenience Market (24hrs, No Gas)	851	24.555	Per 1000 SF	0.317	0.49	2.8	$2,883	$30690
Day Care	565	5.56	Per 1000 SF	0.317	1.00	2.8	$2,883	$14182
Discount Club	857	2.09	Per 1000 SF	0.317	0.63	8.4	$2,883	$10076
High-Cube Transload and Short-Term Storage Warehouse	154	0.05	Per 1000 SF	0.317	1.00	11.2	$2,883	$510
Drinking Place/Bar	925	5.68	Per 1000 SF	0.317	0.57	2.8	$2,883	$8258
Free-standing Discount Store	815	2.415	Per 1000 SF	0.317	0.83	8.4	$2,883	$15339
Free Standing Discount Superstore	813	2.165	Per 1000 SF	0.317	0.83	8.4	$2,883	$13751
Furniture Store	890	0.26	Per 1000 SF	0.317	0.47	8.4	$2,883	$935
Hardware/Paint Store	816	1.34	Per 1000 SF	0.317	0.74	8.4	$2,883	$7588
Home Improvement Superstore	862	1.165	Per 1000 SF	0.317	0.58	8.4	$2,883	$5171
Hospital	610	0.485	Per 1000 SF	0.317	1.00	8.4	$2,883	$3711
Light Industrial	110	0.315	Per 1000 SF	0.317	1.00	11.2	$2,883	$3214
Manufacturing	140	0.335	Per 1000 SF	0.317	1.00	11.2	$2,883	$3418

Mini-Warehouse (Self Storage)	See Note 1	0.052	Per 1000 SF	0.317	1.00	5.6	$2,883	$265
Automobile Sales, New	840	1.215	Per 1000 SF	0.317	1.00	8.4	$2,883	$9297
Automobile Sales, Used	841	1.875	Per 1000 SF	0.317	1.00	8.4	$2,883	$14348
Pharmacy/Drug Store (No Drive-Thru)	880	4.255	Per 1000 SF	0.317	0.47	2.8	$2,883	$5101
Pharmacy/Drug Store (With Drive-Thru)	881	5.145	Per 1000 SF	0.317	0.51	2.8	$2,883	$6693
Restaurant-Fast Food (No Drive-Thru)	933	14.17	Per 1000 SF	0.317	0.57	2.8	$2,883	$20602
Restaurant – Fast Food (With Drive-Thru)	934	16.335	Per 1000 SF	0.317	0.50	2.8	$2,883	$20883
Restaurant- High Turnover	932	4.885	Per 1000 SF	0.317	0.57	2.8	$2,883	$7102
Shopping Center	820	1.905	Per 1000 SF	0.317	0.66	5.6	$2,883	$6414
Supermarket (Free Standing	850	4.62	Per 1000 SF	0.317	0.64	2.8	$2,883	$7542
Tire Store	848	1.99	Per 1000 SF	0.317	0.72	8.4	$2,883	$10964
Variety Story (Dollars Store)	814	3.42	Per 1000 SF	0.317	0.66	8.4	$2,883	$17273
Warehousing	150	0.095	Per 1000 SF	0.317	1.00	11.2	$2,883	$969
Gas Station with Conv Mkt (Fueling position)	945	6.995	Per fueling position	0.317	0.44	2.8	$2,883	$7851
Gas station (fueling Position)	944	7.015	Per fueling position	0.317	0.58	2.8	$2,883	$10378
Golf Course (Hole)	430	1.455	Per hole	0.317	1.00	11.2	$2,883	$14845
Movie Theater	444	0.045	Per seat	0.317	1.00	8.4	$2,883	$344
Public Park	411	0.055	Per acre	0.317	1.00	5.6	$2,883	$281
Quick Lubrication	941	2.425	Per servicing positions	0.317	0.58	2.8	$2,883	$3588
Self-Service Car Wash	947	2.77	Per stall	0.317	0.58	2.8	$2,883	$6098
Sup Conv Mkt/Gas Station >3000 sf and >10 FP	960	11.48	Per fueling position	0.317	0.44	2.8	$2,883	$12884
Dental/Vision	See Note 1	1.315	Per 1000 SF	0.317	1.00	8.4	$2,883	$10063
General Office	710	0.575	Per 1000 SF	0.317	1.00	8.4	$2,883	$4400
Medical	720	1.73	Per 1000 SF	0.317	1.00	8.4	$2,883	$13238

'Trip generation data based on local data. Collected by Ada County Highway District (ACHD) through individual assessment process. 2 Vehicle trips generated by commercial land uses typically have lower lengths than trips generated by residential or office land-uses. The U.S. Department of Transportation's Summary of Travel Trends: 2017 National Household Travel Survey states that the average trip length of shopping trips and other family/personal errands are approximately 32% shorter than the average trip lengths for all trips. The COMPASS 2012 Regional Household Travel Survey states that Home-Based-Shop trips are approximately 59% shorter than Home-Based-Work trips. Trip reduction factors of 75% (correlates with 25% decrease), 50%, and 25% were applied to land uses that are expected to have average trip lengths lower than 11.2 miles. These reduction factors were applied based on the guidance in the travel surveys and expected development patterns in the Mid-Star service area. Commercial and office-related development is expected to be centered on the SH 44 corridor and will result in trip lengths significantly shorter than trips that require travel external to the Mid-Star service area.

Section 2. This ordinance shall be in full force and effect after its passage, approval, and publication, according to applicable law.

Section 3. This ordinance is hereby declared to be severable. If any portion of this ordinance is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the ordinance before the declaration of partial invalidity.

Section 4. All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

PASSED BY THE COUNCIL OF THE CITY OF MIDDLETON, IDAHO, this ____ day of _____, 2021.

APPROVED BY THE MAYOR OF THE CITY OF MIDDLETON, IDAHO, this ____ day of _____, 2021.

ATTEST:

_____ _____

Steve Rule, Mayor City Clerk (or Deputy)

EXHIBIT “D”

RM Mechanical, INC
5998 West Gowen Road
Boise, ID 83709
(208) 362-0131 - Main Office
(208) 362-9790 - Main Fax

PROPOSAL

RM MECHANICAL
COMMERCIAL & INDUSTRIAL CONTRACTORS

Date: 10/15/2021
To: City of Middleton

Attn: Becky Crofts
Quote # SB313-2021a

Job Name: Middleton City Hall RTU Lift

Addenda Noted: N/A

Description Of Work:
Provide all labor, equipment, supervision, support systems, delivery and lifts necessary to access work and material to **disconnect the electrical, controls, and gas to the two roof top units on the South side of the building. Connect the units to a crane and lift off the roof. Install a new color matched cap and unit curb to cover both curbs. Then the units will be reset and connections made. Roofing contractor to make corrections to the roof to prevent possible water infiltration and correct existing issues. Test operations.** Work to be done during normal business hours. Quote valid for 30 days.

Proposed Amount ☑ BASE BID ☐ T&M ☐ NTE **$10,473**

Inclusions:
TEST OPERATIONS, 90 DAY WORKMANSHIP WARRANTY, 1 YEAR PARTS WARRANTY,

Exclusions:
PERMIT, OVERTIME, HOLIDAY OR PREMIUM TIME, ROOFING, ALL CUTTING, PATCHING, & FINISHING OF FLOORS, CEILINGS & WALLS., ANYTHING NOT SPECIFICALLY STATED IN DESCRIPTION OF WORK OR INCLUSIONS,

AVAILABILITY AND PRICE POLICY

Submitted By: Carl Lohrengel
Title ESTIMATOR
Direct Line 208.871.1466
Cell Phone 208.871.1466
Email carl@rmmechanical.net

Accepted By: _____

Signature: _____

Jacob's Ladder Tree Tech
9948 Gloria Rd
Middleton, ID 83644
541-401-0884
jacobsladdertreetech@gmail.com

Estimate

ADDRESS
William BeBeau
1103 W. Main ST
Middleton, ID

ESTIMATE #
DATE 10/15/2021

DATE	ACTIVITY	QTY	RATE	AMOUNT
01/14/2022	**Stump Grind** 5@ 4-11 DBH stumps removed	1	250.00	250.00
01/24/2022	**12-23" Tree Removal** 5 cottonwoods at 4-11 DBH removed, chip all brush.	1	800.00	800.00
01/24/2022	**Stump Grind** 5 stumps ground 4-8" bellow.	1	300.00	300.00
01/25/2022	**Tree Removal** 8@4-11 further east of west most trees. Remove tree and chip all brush.	1	1,200.00	1,200.00
01/25/2022	**Stump Grind** Grind 8 stumps.	1	400.00	400.00
01/26/2022	**Tree Removal** 2 @ 24" DBH removed, chip all brush	1	1,500.00	1,500.00
01/26/2022	**Stump Grind** Grind 2 stumps	1	400.00	400.00
01/26/2022	**Tree Removal** 2@ 4-11" DBH removed	1	300.00	300.00
01/26/2022	**Stump Grind** 2 stumps at 4-11"	1	100.00	100.00
01/27/2022	**Tree Removal** 1 @ 24" DBH removed	1	750.00	750.00
01/27/2022	**Stump Grind** 1 @ 24" stump ground	1	300.00	300.00
01/28/2022	**Tree Removal** 1 @ 4-11" DBH removed plus stump ground	1	200.00	200.00

DATE	ACTIVITY	QTY	RATE	AMOUNT
01/28/2022	**Tree Removal** 4 @ 24+ DBH removed, chip all brush.	1	12,000.00	12,000.00
01/28/2022	**Tree Removal** 2@ 4-11 DBH removed	1	300.00	300.00
01/28/2022	**Stump Grind** 2@ 4-11 stumps ground	1	100.00	100.00
02/02/2022	**Stump Grind** 4@ 24+ stumps ground	1	1,600.00	1,600.00
02/03/2022	**Tree Removal** 4@ 24+ DBH removed, chip all brush.	1	12,000.00	12,000.00
02/11/2022	**Stump Grind** 4@24+DBH stumps ground	1	1,600.00	1,600.00
02/14/2022	**Tree Removal** 5@ 4-11 DBH removed	1	750.00	750.00
02/14/2022	**Tree Removal** 1@ 24++ Removed, chip all brush	1	4,000.00	4,000.00
02/17/2022	**Stump Grind** 1@ 24++ stump ground	1	500.00	500.00
02/28/2022	**Site cleanup** 28 Loads of wood removed from site.	1	4,200.00	4,200.00

Chips from the stump grinding will be left on site. If Desired we can haul them off site for and additional $4200. All brush under 6" will be chipped and hauled off site. Once you decide, a deposit of half will hold the estimated start date.

TOTAL **$43,550.00**

Accepted By

Accepted Date

Treasure Valley Tree Company

13981 Sand Hollow Road
Caldwell, Idaho 83607

ESTIMATE #552

SENT ON:

Oct 21, 2021

RECIPIENT:

Billy Bebeau

Boise St and King Ave
Middleton, Idaho 83644

TREASURE VALLEY TREE COMPANY, LLC

Phone: 208-861-6254
Email: treasurevalleytree@gmail.com
Website: treasurevalleytreecompany.com

PRODUCT / SERVICE	DESCRIPTION	QTY.	UNIT PRICE	TOTAL
Tree Removal	Remove all trees on public side of the fence from corner of walking path along Boise St to the corner of Murphy St. in Middleton. All debris and wood will be hauled away.	1	$39,000.00	$39,000.00
Stump Removal	Grind all stumps and spread stump grindings evenly along roadside. Utilities must be marked prior to stump grinding, Utilities must not be present in the area of grinding. Any sprinkler line damage that may occur while grinding is the customers responsibility.	1	$10,900.00	$10,900.00

Total **$49,900.00**

We can start the project on December 16th.

This quote is valid for the next 30 days, after which values may be subject to change.

Signature: _____ **Date:** _____

Heartwood Tree Care LLC
4911 Heartwood Lane
Caldwell, ID 83607

Estimate

Date
8/23/2021

Phone # (208) 965-6174 heartwood90@gmail.com
www.heartwood-treecare.com

Name / Address
City of Middleton

HEARTWOOD TREE CARE LLC

P.O. No.	Terms	Project

Description of work / Specs	Rate	Total
Right of way tree removal: remove trees along Boise Ave. between road and fence, starting at the corner of Boise and King, down to the corner of Boise.	54,295.00	54,295.00
Grind all stumps below grade.	11,950.00	11,950.00

NOTE: We will not be held responsible for damage to private underground objects (such as pipes or wires) due to the uncertainty of their location. Sprinkler pipes or wires can be repaired using time and material rates as an additional charge, upon request. All work shall be completed in a responsible, workmanlike manner as specified above, and according to industry standards. All agreements are contingent upon accidents or delays beyond our control.

Total $66,245.00

BBEBEAU@MiddletonCity.Com

FOREST MANAGEMENT INC.

CERTIFIED ARBORISTS
ON STAFF
TREE SERVICE

922-4347 KUNA **362-1725** BOISE **466-7992** NAMPA/CALDWELL

P.O. Box 190510
Boise, ID 83719
www.fmitree.com
Email: forestmanagement@speedyquick.net
RCE - 20690

QUOTE

QUOTE NO. 32409
DATE 10/12/21

QUOTE SUBMITTED TO: C/O BILLY BEBEAU

NAME City of Middleton	WORK TO BE PERFORMED AT: ADDRESS S. Side of Boise ST B/T King & Murphy
ADDRESS P.O. Box 487	CITY, STATE Middleton, Id. 83644
CITY, STATE Middleton, Id. 83644	Corner of Boise ST & S King Ave
PHONE NO. (408)410-7682	REP. Pat

We hereby propose to furnish the materials and perform the labor necessary for the completion of

- Remove 30 +/- Cottonwood, 1 Juniper, 1 Russian Olive, 1 Elm, 2 Oak Trees & ALL Brush & Bushes & Grind ALL Stumps
(S. Side of Boise ST B/T King & Murphy, B/T Barbwire Fence & Roadway)

* Will need Lift & Equipment Access In Pasture S. of Trees
Animals In Pasture will need to be Moved or Relocated on Property
* Will need Roadway Closed B/T King & Murphy

INCLUDES CLEAN-UP & REMOVAL OF ALL MATERIAL.

All material is guaranteed to be as specified, and the work to be performed in accordance with the drawings and specifications submitted for above work and completed in a substantial workmanlike manner for the sum of:

_____ Dollars ($ 84,700 -)

with payment due upon completion.

Net Cash - Finance charge 2% per month, APR 24% will be added to all past due accounts past 30 days.

FERGUSON WATERWORKS

FEL 1822
452 NORTH LOCUST GROVE RD.
MERIDIAN, ID 83642-0000

Phone: 208-855-2040
Fax: 208-855-2869

Deliver To:
From: Joshua Arroyo
Comments:

13:16:10 OCT 26 2021

FERGUSON WATERWORKS #1701
Price Quotation
Phone: 208-855-2040
Fax: 208-855-2869

Bid No: B226200
Bid Date: 10/20/21
Quoted By: JDA

Cust Phone: 208-585-6611
Terms: NET 10TH PROX

Customer: CITY OF MIDDLETON
PO BOX 487
MIDDLETON, ID 83644

Ship To: CITY OF MIDDLETON
PO BOX 487
MIDDLETON, ID 83644

Cust PO#: QUOTE

Job Name:

Item	Description	Quantity	Net Price	UM	Total	
SDR35PP20	4X20 SDR35 PVC GJ SWR PIPE	40	3.195	FT	127.80	ww coll
PEC9BLF100	3/4X100 CTS DR9 HDPE BLUE PIPE	100	29.305	C	29.31	water
FC4466GNL	LF 1-1/2 C44-66-G-NL COUP	12	107.290	EA	1287.48	water
FU4863GNL	LF 1-1/2X3/4 U48-63-G-NL U BRCH	1	124.820	EA	124.82	water
DR18BPX	8 C900 DR18 PVC GJ BLUE PIPE	20	29.521	FT	590.42	water
DR18BPU	6 C900 DR18 PVC GJ BLUE PIPE	20	17.198	FT	343.96	water
PEC9BLJ100	1-1/2X100 CTS DR9 HDPE BLUE PIPE	100	149.819	C	149.82	water
TLB800	1HP DEWTR PUMP	1	535.506	EA	535.51	water/ww coll
A1240200025CE	2X25 GREE SUC HOSE W/ CXE	1	64.877	EA	64.88	" "
MA423LAOLMJRU	5-1/4 A423 HYD 6'0 6 MJ OL L/A RED. hydrant fire	2	2451.705	EA	4903.41	water
G7117	INVERTER GP2200I 2200W generator	1	679.000	EA	679.00	water/ww coll
SP-A1X14-1/2MASTIC	1X14-1/2 MASTIC TAPE	1	14.000	EA	14.00	water.

Net Total:	$8850.41
Tax:	$0.00
Freight:	$0.00
Total:	$8850.41

767.49 ww collections
8082.92 water

Quoted prices are based upon receipt of the total quantity for immediate shipment (48 hours). SHIPMENTS BEYOND 48 HOURS SHALL BE AT THE PRICE IN EFFECT AT TIME OF SHIPMENT UNLESS NOTED OTHERWISE. QUOTES FOR PRODUCTS SHIPPED FOR RESALE ARE NOT FIRM UNLESS NOTED OTHERWISE.

CONTACT YOUR SALES REPRESENTATIVE IMMEDIATELY FOR ASSISTANCE WITH DBE/MBE/WBE/SMALL BUSINESS REQUIREMENTS.

Seller not responsible for delays, lack of product or increase of pricing due to causes beyond our control, and/or based upon Local, State and Federal laws governing type of products that can be sold or put into commerce. This Quote is offered contingent upon the Buyer's acceptance of Seller's terms and conditions, which are incorporated by reference and found either following this document, or on the web at https://www.ferguson.com/content/website-info/terms-of-sale
Govt Buyers: All items are open market unless noted otherwise.

LEAD LAW WARNING: It is illegal to install products that are not "lead free" in accordance with US Federal or other applicable law in potable water systems anticipated for human consumption. Products with *NP in the description are NOT lead free and can only be installed in non-potable applications. Buyer is solely responsible for product selection.

HOW ARE WE DOING? WE WANT YOUR FEEDBACK!
Scan the QR code or use the link below to complete a survey about your bids:
https://survey.medallia.com/?bidsorder&fc=1701&on=46613

JAMIE J. WINTERS
jamie@ameelectric.com

AME Electric
3621 ARTHUR STREET
CALDWELL, IDAHO
PHONE: (208) 459-8959
FAX: (208) 459-2243

MIKE S. TENHULZEN
mike@ameelectric.com

IDAHO CONTRACTOR LICENSE # C 2854 OREGON CCB #221860

PUBLIC WORKS LICENSE # PWC-C-11544-UNLIMITED-4 (16000, 02500)

UL 508A INDUSTRIAL CONTROL PANEL LICENSE # E 312625

MSHA CERTIFIED - ID NUMBER # N 760

WEB SITE: www.ameelectric.com

October 26, 2021

To: **CITY OF MIDDLETON**

Ref: **SPARE PARTS**
A.M.E. PROPOSAL #2021-915

A.M.E. Electric, Inc. is pleased to present this proposal for your review and consideration.

INCLUDED IN THIS PROPOSAL:

1. Provide two (2) each of the following OPTO PLC Cards
   a. SNAP-AIMA-4
   b. SNAP-ODC5R
   c. SNAP-IDC5

TOTAL PROPOSAL AS DETAILED..... $1,450.00

at BRC Lift stations collections

A.M.E. Electric, Inc. appreciates this opportunity and we strive to earn your future business. Should you have any questions, or require any additional information please feel free to contact us.

Sincerely,

Jamie J. Winters
Owner / Estimator

WWTP Critical Spare Parts List 2022

	Location	Part	Model Number	Company	Contact	Notes	Quote	Lead Time	Expense Type
1	Headworks	Influent pump		W-Cubed Inc.	W-Cubed in Salt Lake	Rebuild Kit	$5,368	6 weeks	Maintenance
2	Headworks	Huber Vertical Screen Rebuild kits		Huber	Cedric Anthony 704/990/2408	This was purchased in FY21 budget Huber Tech to service both screens on site. This project will be done in coordination with the Influent wet well rebuild	$7,566		Capital Expense
3	Headworks	Huber Vertical Screen LABOR/EXPENSES		Huber	Cedric Anthony 704/990/2408	Huber Tech to service both screens on site. This project will be done in coordination with the Influent wet well rebuild	$9,310		Capital Expense
4	Headworks	Vertical Screen Motor					$5,000		Capital Expense
5	Grit Building	Lower bearing for classifier		Wes Tech	parts@westech-inc.com	Labor to be done local.	$10,842		Maintenance
6	SBR	WAS pump	DX-3069.090 2.5"	Xylem	Bill Weymouth 208/401/5237 Email	Rebuild pump and spare on the shelf	$5,145		Capital Expense
7	SBR	WAS pump Labor		Xylem	Bill Weymouth 208/401/5237 Email		$2,256		Capital Expense
8	UV Disinfection	Efffluent composote sampler	ISCO 5800	Teledyne		Process control and new permit	$6,948		Capital Expense
16	UV Disinfection	UV Bulbs		Xylem	Bill Weymouth 208/401/5237 Email	complete change (32)	$10,000		Maintenance
17	UV Disinfection	ph Probe	DPD1P1	HACH		Needed for new permit	$1,217		Capital Expense
9	Headworks	Influent check valve					$1,500	6 weeks	Capital Expense
10	Headworks	Wash water solenoids				Ansco Soleniods-find a distrubuter	$500		Maintenance
11	Grit Building	Grit pump		Wes Tech	parts@westech-inc.com		$32,585	18-20 Weeks	Capital Expense
12	Grit Building	Rebuild kit for Grit pump		Wes Tech	parts@westech-inc.com	Labor to be done local.	$10,218		Maintenance
14	SBR	Dissolved Oxygen Probe Caps		HACH		order 1 more from HACH, DO probe $1018	$418		Maintenance
13	Grit Building	Rebuild kit for mixer/gearbox		Wes Tech	parts@westech-inc.com				Maintenance
15	SBR	Decanter actuator motor/gearbox		Xylem	Bill Weymouth 208/401/5237 Email				Capital Expense
							TOTAL	Maintenance	Capital
							$108,873	$36,928	$71,527

From: Mike T. Johnson mtjohnson@control-engineers.com
Subject: FW: Well 10 Integration Proposal
Date: Sep 29, 2021 at 11:19:18 AM
To: Terrell Mendive tmendive@middletoncity.com

Hi Terrell,

See below my estimate sent to Bruce for Well 10 Integration into SCADA.

Thanks,
Mike

Mike Johnson
Project Engineer
Control Engineers

From: Mike Johnson
Sent: Thursday, April 22, 2021 12:43 PM
To: 'Bruce Bayne' <bbayne@middletoncity.com>
Subject: Well 10 Integration Proposal

Hi Bruce,

After further review I believe installing a small PLC at Well 10 is the best approach. There will be some cost for an electrician to install which I think would be around half a day ($500)

Here is our scope for Well 10 equipment, programming & integration:

- PLC programming & startup for automatic well control
- Alarm integration to main SCADA & notification testing
- Trending & historic data storage on main SCADA
- HMI programming for screens & controls on main SCADA
- Startup support & coordination w/electricians & operators

Services Cost: $8,250

Provide PLC for installation by electrician.

Equipment Cost: $1350

Installation Cost: $500 (electrician)

THE CITY OF MIDDLETON

Supplement to the
Idaho Standards for Public Works Construction

MIDDLETON CONNECTS

ART
HISTORY
PARKS
PATHWAYS &
TECHNOLOGY

TABLE OF CONTENTS

INTRODUCTION

The City of Middleton has adopted the most current edition of the Idaho Standards for Public Works Construction (ISPWC). Prior to any work or construction being accepted by the City for use by the public, the work must be completed in conformance with the ISPWC. The City has also developed construction standards in conjunction with the current edition of the ISPWC.

City standards include acceptable materials, construction practices, and other specific requirements which may not be covered under the ISPWC standards or may be supplemental to the ISPWC.

The intent of the Middleton Supplement to the ISPWC is not to conflict with the ISPWC but rather to supplement and specify construction methods, materials, sizes, and practices specific to the City of Middleton.

WATER

1. General:

   All materials, construction, testing, and inspection shall be in accordance with the current ISPWC. Final construction plans and specifications shall be submitted to the City for review and approval prior to construction.

2. Fire Flow requirements:

   The water distribution system is required to draft the following minimum fire flows for new development in the City:

Residential zones	1500 gpm[1] for 2 hour duration
Other zones	Determined on an individual basis per International Fire Code

   The City Engineer shall review the existing water system, operations and conditions, review the layout of the water infrastructure proposed for the development, and then make recommendations to the City as to the water main line size (minimum 8-inches), any additional water source needed, and/or water storage requirements.

3. Fire Hydrants:

   A. Spacing:

      1. Hydrant spacing shall be a maximum of 600 feet in the residential zone, and shall be reviewed and approved by City staff and Middleton Rural Fire District.
      2. Hydrant spacing in zones other than residential shall be determined on a case by case basis.
      3. All water mains installed on cul-de-sacs or similar dead end streets shall have a hydrant located at the end of the water line;

   B. Materials:

      1. All fire hydrants shall be a "compression type" and shall conform to the latest edition of ANSI/AWWA C 502 Specifications. Hydrants shall have a 5 foot setting; minimum 5-1/4 inch diameter valve opening; 150 psi working

[1] 58.01.08 Idaho Rules for Public Drinking Water Systems
552.01.b.i. Any public water system shall be capable of providing sufficient water during maximum day demand conditions, including fire flow where provided, to maintain a minimum pressure of twenty (20) psi throughout the distribution system, at ground level, as measured at the service connection or along the property line adjacent to the consumer's premises.

pressure; one 4-1/2 inch diameter National Standard Thread pumper nozzle (equipped with a Storz fitting); and two 2-1/2 inch diameter National Standard Thread fire hose nozzles. The valve operator shall open left (counterclockwise) and be so indicated on the top casting. The hydrant shall be equipped with a breakaway traffic flange just above the ground level, a drain that automatically opens when the hydrant is closed, a 6-inch diameter supply pipe, an oil reservoir, a weather shield and nut and a bronze-to-bronze seat and ring. Manufacturer shall be Mueller, no exceptions, and painted with two coats of fire safety color red hydrant enamel.

2. Fire hydrants shall be Mueller Centurion, no exception, and painted with two coats of fire safety color red hydrant enamel.

3. Flushing hydrants or blow-offs shall be 4" if permanent, 2" if temporary and manufactured by Kupferle or equivalent per ISPWC SD-405 and approved by the City. Post hydrants are not allowed.

4. <u>Water Pipe, Fittings and Valves:</u>

A. Materials: All Water Pipe, Fittings, and Valves shall be in accordance with current edition of the ISPWC. Water pipe, fittings and valves shall meet the following:

1. Water Pipe:
    a. Class 52 cement-lined ductile iron pipe meeting ANSI/AWWA C151 for diameters of 6" to 64";
    b. AWWA C900 - 07 PVC DR 18 pipe for diameters up to 12";
    c. AWWA C909 – 07 PVC DR 18 for diameters larger than 12".
2. Fittings: ductile iron compact fitting ANSI/AWWA C153.
3. Valves:
    a. Ductile iron valves ANSI/AWWA C509 or C515 - Mueller brand only.
    b. Tracer wire at all valves shall be located on the outside of the valve box and pass between the valve box and the slip top. The wire is not allowed to come into the valve box from the bottom. The Developer shall test for continuity after installation. Test to be

observed by the City.

c. Domestic manufactured valves are required to be installed unless otherwise specifically approved by the City. Water valves manufactured by Clow are not acceptable for installation in the City's water system.

d. Valves that are connected to the City main lines become City property. Valves shall only be operated by City personnel, per City code.

B. Testing**:** The Developer shall test water mains for pressure and absence of bacteria prior to permitting the water mains to be open to the City distribution system. City personnel shall be present during all water main testing. Failure to have City personnel present for testing is sufficient reason for requirement to re-test. Developer's engineer shall coordinate and observe testing and provide certification of testing and testing results to the City.

1. Pressure Testing**:** Water mains shall be pressure tested according to the specifications set forth in the current edition of the ISPWC. Exceptions to the ISPWC are as follows:
   - If pressure during testing drops five (5) psi or more, the test is considered to have failed even if leakage is below allowable.
   - All valves shall be exposed prior to any testing and verified by the City to be open or closed.
   - The results of the test reported to the City is gallons of leakage.
2. Trench Compaction Testing*:* Developer shall test trench compaction and testing shall be by an independent materials testing laboratory, once every 300 feet of trench with a minimum of two test locations.
3. Each hydrant shall be sampled for absence of bacteria or as otherwise approved by the City.

C. Location*:* All water line locations will be approved by the City. In cases where water pipe crosses a non-potable water line, IDAPA 58.01.08.542.07 shall be strictly observed.

D. Size**:** Water main sizes shall be the following except when otherwise

recommended by the City Engineer for fire flows or other system conditions.

1. Minimum size is 8" in diameter.
2. 12" diameter lines shall be placed when water mains are placed on or adjacent to section lines roads or quarter section line roads or as required in the Facility Plan.

E. Valve configuration shall be as follows:

1. Tees shall have a valve on each branch.
2. Crosses shall have valves on all legs.

F. Cover**:** Water mains shall have a minimum of 42" cover and a maximum cover of 60". Cover greater than 60" may be allowed where obstructions occur, but must be specifically approved by the City.

G. Dead-end Water Mains:

1. Dead end mains are to be avoided whenever possible and only permitted when phased development is approved.
2. Dead-end water mains to be extended shall terminate with a valve followed by at least 10 feet of water line with an end cap and thrust block.
3. Dead end water mains shall have a fire hydrant or blow off within 10 feet of the termination of the main unless otherwise permitted by the City.

H. Contractors working in the City are not to open, close, or tamper with any valve per City code. The contractor shall notify the City when a valve needs to be opened or closed.

5. Water Services:

A. Service Lines**:** Service lines may be polyethylene (SDR9 copper tube size (cts) or Class K copper pipe from water meter to water main with minimum three-quarter inch (3/4”) diameter for single service and a minimum of one and one half inch (1 ½”) diameter for double services. No splices in service line.

B. Fittings: All fittings, connections, compression connections, bushings, adapters, setters and any miscellaneous materials are to be manufactured by Mueller or Ford. Galvanized or yellow brass fittings are prohibited.

C. Double Water Meter Branch: The double water meter branch connection shall be used for double services. The double water meter branch shall be a compression

fitting (to service line) by MIP (male iron pipe).

D. Service Saddle**:** Saddles for water mains shall be ROMAC (single stainless steel strap) for water main less than 12" in diameter OR ROMAC (double stainless steel strap) for water main greater than or equal to 12" diameter. Saddle shall be FIP (female iron pipe) thread connection.

E. Corporation Stop**:** Corporation stops shall be three-quarter inch (3/4") for a single service line and one and one-half inch (1 ½") for a double service line. Corporation stop is required at all main-line connections. Corporation stop shall be set so the valve is accessible from the side. Corporation stop shall be MIP (to saddle) by compression connection (to service line).

F. Curb Stop: Curb stops shall be ball valve type or City approved equivalent. Curb stop shall be FIP by FIP. A curb stop is required at the base of the meter setter on the water main side.

G. Meter Setter Connection: Meter setter connection shall be multi-purpose thread (to meter yoke) by MIP.

H. Meter Setter: Meter setters shall be an 18" minimum Mueller #B-2404-2, three-quarter inch by three-quarter inch (3/4" x 3/4") and have a dual vertical check valve. Connections shall be multi-purpose thread. Meter setter shall be centered in the meter vault.

I. Customer Connection: A meter setter connection (multi-purpose thread by compression connection) and a five (5) foot section of service line pipe shall be extended on the customer side of the meter vault with a temporary plug. A water-tight plug is required in high ground water areas.

J. Meter Vaults: Single Meters: Meter vaults shall be made of 18" smooth interior corrugated HDPE pipe, ADS N-12. Use Nicor 12.50 Type LCX water lid-Nicor Read Right lid 12.50 top, 11.25 bottom, 0.50 top thickness, Worm Gear, threaded for two (2) Zenner adapters and including two (2) Zenner adapters. Part # 12.5PWBLKWATtdZ2-TypeLCX. Lid ring will be Tyler type 615, 45016303121.

K. Meter Vaults: Double Meters: Meter vaults shall be made of 24" smooth interior corrugated HDPE pipe, ADS N-12. Meter vault lids shall be Tyler type 6150 with

single knockouts in place.

L. Location: Water services shall be located outside of right of way with the center of the can approximately 24 inches behind the property line unless otherwise approved by the City. The elevation of the meter lid shall be 0.2 ft above back of sidewalk.

M. Where water service is in concrete slab area or driveway, a 20-in Nicor meter box ring, part #NCUL21.75x16.375 and 16-in Nicor MB solid water lid, Worm Gear, threaded and equipped with 2 Zenner adapters part #NCUL16.0 pwath

N. The developer or property owner shall provide and install all materials for water services except the water meter. Water meter will be provided and installed by the City.

O. City public works does not inspect the service line past the meter service.

SANITARY SEWER:

1. General:

All materials, construction, testing, and inspection shall be in accordance to the current edition of the ISPWC.

2. Sanitary Sewer Pipe:

A. Materials: Sewer pipe shall be ASTM 3034 SDR 35 PVC pipe or City approved equivalent. Trench backfill shall be Type A backfill according to the specifications set forth in the current edition of the ISPWC.

B. Testing: Sanitary Sewer Mains shall be pressure tested and grade tested by the Developer prior to the sewer main being accepted by the City. City personnel shall be present during sewer main testing. Failure to have City personnel present during all testing is sufficient reason for requirement to retest. Developer's engineer shall provide certification of testing and testing results to the City.

1. Pressure Testing: Sanitary Sewer mains shall be pressure tested according to the specifications set forth in the current edition of the ISPWC.

2. Visual Test: The Developer shall provide CCTV (closed caption television) of all sections of sewer mains to the City. All visible leaks shall be repaired, even if the leakage may be below allowable limits. All repairs shall be

made and shall be inspected by the City prior to backfilling. In no case shall pavement be placed without the CCTV approved by the City.

3. Standing Water: If standing water is observed due to grade defects, the following table shows the allowable standing water depth in relationship to slope of the pipe.

Pipe Slope (ft/ft)	Allowable Standing Water Depth (in)
$G < 0.001$	$\leq 5/8$
$0.001 \leq G < 0.003$	$\leq 1/2$
$0.003 \leq G < 0.005$	$\leq 3/8$
$0.005 \leq G < 0.007$	$\leq 1/4$
$0.007 \leq G < 0.009$	$\leq 1/8$
$G > 0.009$	No standing water

4. Trench Compaction Testing: Trench compaction testing by the Developer shall be by an independent testing laboratory and once every 300 feet, with a minimum of two test locations. Testing and retesting shall be in accordance with the specifications set forth in the current edition of the ISPWC.

3. Manholes

A. Testing*:* The Developer shall test sanitary sewer manholes prior to the sewer manhole being accepted into the collection system. Testing shall be in accordance to current edition of the ISPWC. City personnel shall be present during testing. Failure to have City personnel present during all testing is sufficient reason for requirement to retest. Developer's engineer shall provide certification of testing and testing results to the City.

B. Grade rings: In conformance with ISPWC. The grade rings shall not exceed 12 inches in height. "Whirligig" is acceptable for installation.

C. Manholes 20 feet deep or greater shall be 60 inch with 30 inch ring and cover..

D. Drop manholes not allowed except in special circumstances where other sewer options are not workable.

E. External sealing system: All manholes shall be water tight. An external sealing

system shall be required to be installed on the outside of the manhole at the barrel joints in addition to the joint sealing system specified in the current edition of the ISPWC. The external sealing system shall be Infi-Shield manufactured by Sealing Systems Inc., EZ Exterior Joint Wrap, or City approved equivalent.

F. Connection into an existing manhole or construction of a drop manhole or special manhole shall not be accepted without full time inspection by City staff or the City Engineer.

G. Manholes to be grouted. Connection of sewer lines to manholes shall be grouted after the vacuum test is successfully completed.

4. Pressure Sewer Pipes:

A. Materials: All pressure sewer pipe shall be in accordance with the current edition of the ISPWC. Pressure sewer pipe shall be the following:

1. Class 52 cement-lined ductile iron pipe with a fused calcium aluminate cement mortar lining (H_2Sewer Safe) as manufactured by Griffin Pipe Products meeting ANSI/AWWA standards.
2. AWWA C900 PVC DR 18 or AWWA C909 PVC DR 18.

B. Testing: Testing by the Developer shall be in accordance to current edition of the ISPWC. Sanitary sewer pressure mains shall be tested prior to such sewer main being accepted by the City. City personnel shall be present during testing. Failure to have City personnel present during all testing is sufficient reason for requirement to retest. Developer's engineer shall observe testing and provide certification of testing and testing results to the City. Trench compaction testing shall be completed by an independent testing laboratory and once every 300 feet with a minimum of two test locations.

C. Locating Wire Boxes: Shall be in accordance current edition of the ISPWC. Locating wire boxes shall be installed on pressure sewer mains at a maximum spacing of 1000 feet and/or at every angle.

D. Cover: Pressure sewer mains shall have a minimum of 42" cover and a maximum cover of 60”. Cover greater than 60" may be allowed where obstructions occur, but must be approved by the City.

E.

5. Sewer Services:

A. Connection to Mains: Service wyes or tees shall be used on new main installations. Saddles are not acceptable. All sewer services discharge to the sewer main. If a service is approved to discharge to a manhole, the service flow direction shall be pointed down stream and at an angle of less than 45 degrees to the direction of flow. Inserta-tee are allowable only in cases specifically and individually approved by Public Works.

B. Service lines shall be installed at least 6 feet apart at the main and at least 6 feet from a manhole.

C. Sewer service installations per SD-511 Type C are not allowed unless specifically approved by the City.

D. Service Markers**:** In addition to requirements set forth in the current edition of the ISPWC, sewer services shall be marked with a green, steel, 6 ft Tee post (instead of 2x4) and a 3" permanent wet set stamp in the concrete sidewalk.

6. Septic Tanks

Installations and properties that utilize individual, on site septic systems for sewer service are required to have the septic tank pumped every six (6) years minimum. Evidence of septic tank pumping to be provided to the City.

7. Sewer Lift Stations:

Standard Specifications and Drawings: See "City of Middleton, Idaho Sanitary Sewer Lift Station Standards" in Appendix A.

STORM WATER MANAGEMENT

1. General:

All materials, construction, testing, and inspection shall be in accordance to the current edition of the ISPWC. A plan for stormwater management must be approved by the City. All stormwater is to be treated and managed on-site. In certain, site specific cases, the City may approve discharge into canals or drains (or other) at pre-development levels. If storm water is to be discharged off site, it must be treated to quality and standards identified prior to project development, and as required by the jurisdiction of the receiving water. Permission from the jurisdiction receiving the treated pre-development flow must be documented and any required permits must be in place (National Pollutant Discharge

Elimination System (NPDES), license agreement, or other) prior to City approval. Review and approval of offsite storm water discharge at pre-development flow rate will be made on a case-by-case basis. In no case will stormwater from public rights of way be discharged offsite. Illicit discharge of storm water is prohibited by the City and the Environmental Protection Agency (EPA).

a. Calculations shall use the rational method.

b. C values shall be as follows:

1. With frontages greater than or equal to 65-feet, C=0.60

2. With frontages less than 65-feet, C=0.75

3. 0.95 for all portions within the right-of-way.

4. A composite C value shall be calculated for each catchment and/or sub-catchment. Catchments shall include at least half the residential lot depth unless site grading can justify otherwise.

c. The storm intensity shall be 1.15 inches-per-hour. This correlates to a 100-year, 1-hour storm.

2. Best Management Practices:

Retention basins are required for management of stormwater from public rights of way. Other BMPs may be approved in special circumstances and on a case by case basis where site specific conditions preclude the use of retention basins. Stormwater from non public contributing areas may utilize other management BMPs to be approved by the City. All developments shall use the appropriate "Best Management Practice" (BMP) mitigation measures as defined in the "Catalog of Storm Water Best Management Practices for Idaho Cities and Counties" by Idaho Division of Environmental Quality (IDEQ). Design and construction of BMP and other means of water quality improvements must meet all requirements of the storm water discharge permit for the development (if any) and must be approved by the City Engineer.

3. Collection Piping and Catch Basins:

A. Materials: All storm sewer pipe and catch basins shall be in accordance with current edition of the ISPWC. Storm sewer pipe and catch basins shall be City approved equivalent or the following:

1. All storm drainage pipe shall be at least ASTM 3034 SDR 35 PVC pipe.

2. ADS N-12 by Hancor, C900 or equivalent may be approved by the City.
3. Trench shall include nonmetallic tape identifying the storm sewer pipe.
4. Minimum size of storm drain pipe shall be 12-inches.
5. Catch basins shall be Type IV for rolled curb and Type 1 for vertical curb. Catch basins shall have a one (1) foot sump.

B. Testing***:*** The Developer shall test the storm sewer system prior to acceptance by the City, including street crossings and manholes. City personnel shall be present during storm sewer main testing. Failure to have City personnel present during all testing is sufficient reason for requirement to retest. Developer's engineer shall provide certification of testing and testing results to the City. Testing shall be in accordance with current edition of the ISPWC. Trench compaction testing shall be by an independent testing laboratory and once every 300 feet of trench with a minimum of two test locations.

C. If storm sewer collection pipe discharges into natural drains, sloughs, or canals, the following shall be installed:

1. A corrugated metal pipe shall be placed at the end of the pipe with a minimum of ten feet (10') of bury into the bank.
2. Wingwall or other concrete structure to protect the outfall pipe. To be approved by City Engineer during construction plan review.
3. Riprap of proper size shall be place around the drain pipe. Riprap size shall be approved by City Engineer during construction plan review.
4. A heavy-duty, flap gate valve shall be placed at the end of the discharge pipe. Waterman or City approved equivalent.

D. Stormdrain manhole spacing shall be maximum 400 feet.

E. Retention and detention basins shall be designed according to Best Management Practices and the ISPWC.

F. The storm drain system shall be designed to be free draining. There shall be no standing water in catch basins after construction is complete. All water shall dissipate from detention facilities within 24 hours.

4. Swales: Roadside swales along local roads are prohibited for stormwater management.

This does not include borrow ditches for collector and arterial roads.

5. Swale Management

A. When swales are existing in the City, they function as the primary component of the stormwater management and disposal system for the roads in the subdivision. The swales are located in the City of Middleton road right-of-way and are owned by the City of Middleton, or are in a City of Middleton easement and monitored by the City according to the City's NPDES permit (National Pollutant Discharge Elimination System) by the EPA.

B. The swales are engineered to collect stormwater runoff from the streets, provide filtration and treatment, then hold the water until it dissipates by percolation into the area soils. Each component of the swale is specifically designed to facilitate the treatment and disposal of stormwater. Therefore, preserving swale geometry and constructed components (sandy bottom, etc. for drainage) is a requirement for proper function and maintenance.

C. Homeowners typically enjoy the use of the swale area in front of their homes and like to control its appearance, including ground-cover, frequency of irrigation and mowing, and turf health. For this reason, the City allows homeowners to assume the operation and maintenance of the swale area fronting their properties, provided the swales are appropriately maintained to continue their primary function of stormwater management.

D. The following list of protocols should be observed when maintaining a swale:

1. The sand window in the bottom of the swale should be open and free of grass, weeds, trash, and cobble. The homeowner should rake the sand window at least two (2) times per year to loosen the top sand layer, remove any collected debris, and make sure the sand is in a condition to filter stormwater.

2. If sediment, trash or cobble collects on the sand window, it should be removed by the homeowner as soon as possible.

3. The existing driveway shall not be enlarged or otherwise reduce the footprint of the swale area available for infiltration.

4. The swale should be fully grassed in the side slope area down to, but not over, the sand filter.

5. The grass on side slopes should be irrigated only as needed to preserve the turf health.

Overwatering is prohibited.

6. The grass on the side slopes should be mowed at least every two (2) weeks and the grass clippings collected and disposed. Do not mulch the swale side areas.

7. Runoff into the swale from the driveway, excess irrigation water, and water from activities such as car washing, is prohibited.

6. Storm Water Construction Site Discharge Program. In compliance with the City of Middleton Storm Water Management Program requirements, as contained in NPDES Permit No IDS-028100, the City of Middleton will limit and reduce, to the maximum extent practicable, the discharge of pollutants from construction sites in the City of Middleton through its authority to issue building permits, occupancy permits, or otherwise authorize construction. Discharge of storm water into the City MS4 stormwater system is prohibited without specific and written approval by the City

A. Any applicant or application for development in the City of Middleton which will disturb one acre (43,560 square feet) or more of area is required to prepare a Stormwater Pollution Prevention Plan (SWPP) and file a Notice of Intent (NOI) with EPA. Copies of the SWPP and NOI must be furnished to the City prior to any permit approval.

B. Any applicant/application for development in the City of Middleton which disturbs less than one acre or otherwise does not require filing a SWPP and NOI, shall submit to the City an Erosion and Sediment Control (ESC) Plan.

1. The ESC plan must be prepared and signed by a Plan Designer. The plan shall describe the proposed construction activity or land disturbing activity and the proposed BMPs to be employed to prevent and control any impact to storm water quality during and after construction.
2. The ESC plan shall identify BMPs, as applicable to the site, for control of sediment, flow conveyance, tracking, non-stormwater management, waste management, final site stabilization, protection of adjoining property, and maintenance, inspection, and repair of controls. Provisions for material containment and pollution spill prevention must also be included. The ESC plan preparation and elements should follow the industry accepted standards.
3. The ESC plan should be submitted in conjunction with a building permit

application, development application, or application to work in the public right of way.

PRESSURIZED IRRIGATION

1. General:

   All materials, construction, testing, and inspection shall be in accordance to the current edition of the ISPWC Divisions. **No cross connection between City water system and pressure irrigation water shall occur.**

2. Irrigation Mains:

   A. Testing**:** The Developer shall test pressure irrigation mains in accordance to current edition of the ISPWC. Trench compaction testing by an independent laboratory shall be once every 300 feet of trench in the rights of way with a minimum of two test locations. Developer's engineer shall provide certification of testing and testing results to the City.

   B. A valve shall be installed adjacent to and outside of the road right of way, each side, where an irrigation line crosses a public street.

3. Irrigation Services:

   A. Valve Box: All irrigation services shall have a fiberglass valve box installed level and straight with the surrounding ground surface.

   B. **Irrigation Service: In addition to the valve box, the service shall provide one (1) hose bib for residential irrigation use. Each service line shall be a minimum of one inch (1") in diameter.**

   C. Pressure Irrigation Design: All irrigation shares shall be used for the development.

   D. Service Pressure: The design of the irrigation system shall be to provide every residential building lot a service with a minimum pressure of 25 psi.

   E. Service Flow: The design of the irrigation system shall be to provide every lot with a minimum of six gallons per minute (6 gpm) flow. The design can allow for alternating irrigation schedules, (one miners inch = 9 gpm = 1 share.)

   F. City water shall not be used for pressure testing or temporary irrigation.

4. Pressure irrigation pumping station shall have an improved dedicated access to the station.

5. Nuisance Water

With the availability irrigation water, overwatering of landscape is a common problem in the City of Middleton. Irrigation runoff from overwatering flows to the street and into the stormwater system where it impacts roadway safety, diminished the roadway service life, increases maintenance responsibilities, saturates the system, creates mud and ponding in borrow ditches, swales and low spots, and decreases the capacity and function of the system. Nuisance flows from overwatering are also a source of pollutants to the storm drain system. It is the responsibility of property owners, HOA's and businesses to adjust their water use and irrigation system operations as needed to maintain landscaping, conserve water and PREVENT irrigation water from flowing to the public street and stormwater system.

STREETS

1. General:

   All materials, construction, testing, and inspection shall be in accordance to the current edition of the ISPWC Divisions, City of Middleton Supplemental Construction Standards, and the Highway Standards and Development Procedures for the Association of Canyon County Highway Districts.

2. Rights of Way at Intersections:

   The rights of way at section line and quarter section line road intersections shall be configured to dedicate a triangle of area to be used for intersection control improvements. The triangle shall be formed by measuring from the intersection at the edges of the rights of way, 150 feet along each right of way, then connecting the two points with a line. Please see diagram, Appendix B.

3. Widths:

   A. Rights of Way Widths

      1. All section-line and quarter section-line roads shall be 100 ft (50 ft each side) minimum right of way width.
      2. Roads listed below shall have the following right-of-way widths:

Arterials and Collectors	Half-Road Width	Total Road Width
Emmett Road	50 feet	100 feet
Hartley Lane	50 feet	100 feet
Cemetery Road	50 feet	100 feet
Middleton Road	50 feet	100 feet
Duff Lane	50 feet	100 feet

Lansing Lane	50 feet	100 feet
Kingsbury Road	50 feet	100 feet
Blessinger Road	50 feet	100 feet
Can-Ada Road	50 feet	100 feet
9th Street	50 feet	100 feet
Willis Road	50 feet	100 feet
Meadow Park Street	50 feet	100 feet
Purple Sage Road	50 feet	100 feet
Cornell Street	50 feet	100 feet
River Street	50 feet	100 feet
Landruff Lane	50 feet	100 feet
Canyon Road	50 feet	100 feet
Freezout Road	50 feet	100 feet
El Paso Road	50 feet	100 feet
Lincoln Road	50 feet	100 feet
Peel Street	50 feet	100 feet
KCID Road	50 feet	100 feet
Wood Avenue	50 feet	100 feet
Bass Lane	40 feet	80 feet

The City may approve reduced right-of-way along section and quarter-section line roads if sidewalks are detached and in an easement outside of street right-of-way. All other roads in the City are considered local roads and shall have a half-road right-of-way width of twenty-five (25) feet and a total right-of-way width of fifty (50) feet.

B. Improved Section**:** All improved sections classified as local roads shall have widths from back-of-curb to back-of-curb of thirty-eight (38) feet. Developments that submit improved sections different from the standard may be evaluated and approved on a case-by-case basis.

1. Collector and arterial roadways are to be cut back to centerline and improved for the full half section unless specifically approved by the City otherwise.

C. The City of Middleton supports street design wherein storm water management and disposal of stormwater utilizes storage and treatment without adversely impacting water quality or water bodies of the United States. The City may allow bioswales or other proven disposal methods that incorporate natural treatment in the construction methods. If an alternative section or stormwater treatment method is to be submitted, the developer shall include a narrative and supporting engineering data that would aid in the review process. Each design submittal will be reviewed based on the specific merits of the design and other factors such as

treatment utilized, proximity to water bodies, multi function and use, and comprehensive storm water disposal design.

D. There shall be no new utility poles, transmission structures or substations located within sixty (60) feet of the centerline of section line and quarter section line roads or within the site triangle unless individually and specifically approved by the City in a license agreement.

4. Private Lane:

A. A private lane may be constructed to access up to four 4) single-family residences. Private lanes will be reviewed on a case-by-case basis and specifically approved by the City. Private lanes will not be allowed to access more than four 4) single-family residences.

5. Street Section Properties:

A. Materials: All streets shall be constructed in accordance the current edition of the ISPWC and this Middleton Supplement to the ISPWC.

1. Structural sections to conform with urban road section standard drawings in Appendix B.

2. Asphalt: Plant mix design shall be submitted two weeks prior to asphalt placement and shall meet the requirements of a Class III mix or better.

B. Testing. The Developer shall test the roadway materials and placement per ISPWC. Storm drain facilities to be tested by the developer and functionality verified by the City. Contact the City for testing protocol for storm drain facilities. Developer's engineer shall provide certification of testing and testing results to the City.

1. Testing shall be by an independent testing laboratory and completed once every 300 linear feet with a minimum of two tests.

2. Asphalt: Density tests shall be performed by an independent testing laboratory and once every 8,000 square feet with a minimum of two tests. Core samples verifying thickness of asphalt shall be provided to the City.

6. Curb & Gutter:

A. Materials**:** All curb & gutter shall be constructed in accordance with the current edition of the ISPWC and shall have a minimum 28 day compressive strength of

4000 psi. ***Fiber mesh shall be included in all concrete construction***. The Developer shall provide concrete testing per the ISPWC.

B. Expansion Joints:

1. Shall be required in non-extruded curb and gutter at the beginning and end of all points of curvature.
2. Shall be required at all joints between new concrete and existing concrete.

C. Type of Curb:

1. Residential streets interior to subdivisions: Standard 3" rolled curb and gutter.
2. Exterior streets and Collector streets: Standard 6" vertical curb and gutter.

D. Valley Gutters: Valley gutters shall be a minimum of 10" thick and 4'-0" wide with #4 rebar longitudinal at 12" on center and #4 rebar on both ends and in the middle. Valley gutter base shall be a minimum of 6" thick of three-quarter inch (3/4") crushed aggregate gravel placed as specified in Section 802 ISPWC.

E. Base for curb, gutter and sidewalk is required to be tested every 300 lf.

7. Sidewalks:

A. Materials: All sidewalks are concrete and shall have a minimum 28 day compressive strength of 4000 psi. ***Fiber mesh shall be included in ALL concrete*** The Developer shall provide concrete testing per the ISPWC**.**

B. Sidewalks shall be completely within street right-of-way or completely within an easement outside of street right-of-way, and shall not be partly in right-of-way and partly in an easement.

C. Width:

1. Sidewalks along both sides of local roads shall be minimum of five feet (5’). Sidewalks, trails or pathways along both sides of section and quarter-section line roads shall be eight feet (8’) wide . Other pathways shall be ten (10) feet wide.

D. Trees may only be planted in public rights of way with a license agreement.

1. No trees are allowed to be planted in the forty foot (40’) sight triangle.
2. No vegetation, fences, berms or other obstruction taller than three feet are allowed within the sight triangle.
3. Tree planting of any type is prohibited within ten feet (10’) of any seepage bed

or sand filter facility, structure, piping system, fire hydrant or utility box.

4. Class I, Class II, and Class III trees (listed in Appendix A) may be planted a minimum of five feet (5') away from sidewalk. All other trees not listed shall be planted at least fifteen (15') feet behind the back of the sidewalk.

E. Bore or channeling under a sidewalk is not allowed for any reason including water service, sewer service or irrigation system installation. Sleeves may be installed with approval from the City.

F. Base for curb, gutter and sidewalk is required to be tested every 300 lf, each street side as applicable

8. Vertical Alignment

A. Any variation from grade which causes localized ponding will not be allowable.

B. Minimum Slope: Minimum slope of curb and gutter, measured parallel to the street centerline, shall be at least 0.40%.

C. Vertical grade change of 1.5% or greater requires a vertical curve.

9. Miscellaneous:

A. Street Cuts or Closures: The City shall be notified in writing at least two (2) City business days before any street cuts or street closures for utility or street work.

B. Vandalized Concrete: Any concrete vandalized during construction shall be repaired to new condition or replaced solely at the contractor's expense.

C. Prior to pouring valley gutter, curb & gutter and sidewalk a representative for the City shall approve compaction test results of the subbase material.

D. No trees or bushes shall be planted in the public right of way or in the utility easement running parallel and adjacent to the public right of way.

E. A box is required on each side of the right of way for gravity irrigation crossings.

F. The minimum Level of Service for intersection operation in the City of Middleton is Level C.

G. If a street is cut and repaired (for any reason) prior to being dedicated to the City the street will be chip sealed by the developer as a condition of acceptance.

H. Whenever the existing use of a parcel, building or structure changes to a new use or an increase in intensity of the use, frontage improvements for the road(s) bordering the parcel will be required unless specifically waived by City Council.

10. Street Lights

    A. Street lights shall be installed at intersections, cul-de-sacs and at a maximum of 400 foot intervals, or as sufficient to support safety for all users, including pedestrians and non-motorized users.

    B. Lighting layouts shall be submitted to the City Engineer for review and approval. Street lights are required to be furnished and installed per ISPWC Section 1102

11. Street Signs. Posts shall be type E-1 as shown in SD-1 130 of the ISPWC with 14 gauge wall thickness. Street signs shall be in conformance with Manual on Uniform Traffic Control Devices and shall be a nine-inch (9") blank, six-inch (6") all capital lettering, no border, with retro-reflective, high intensity background, with the street type superscript (upper right). Submit a shop drawing to the City for approval. Speed limit signs shall be installed by the developer - 20 mph for subdivision roads.

12. Fiber Optics. The City requires a fiber-optic based network be available in subdivisions so each roof top has access to fiber-speeds and fiber-volumes for data transfer. Fiber speeds/volume shall be delivered to each roof top or a blank conduit installed in joint trench or co-located in the front 10 foot utility easement.

    Developer shall install conduit and boxes for fiber optics in all local collector, collector and arterial street rights-of-way on or abutting the property being developed and to-and-through the project limits. Conduit shall be two (2) PVC 2 ½ inch conduit with brackets every 5 feet or less and locate wire. Pipe shall be Schedule 40, 24" bury (min) and sand bedded and installed in the rights of way. Conduit shall be installed with a fiberglass locate stake at every terminus and junction box or pull box at every intersection and bends of 90° and greater. Junction box(es) to be telecom vault (Larken or approved equal) 350 gallon, with cast iron ring and telecom lid. A conduit placement plan shall be submitted to the City for review. The plan shall detail the location, size and number of conduit and may be included or shown on utility plan sheets.

13. Traffic Impact Analysis. Per Middleton City Code, all subdivisions with more than 25 residential lots shall provide a traffic impact analysis. A traffic impact analysis may also be required by the City on a case by case basis. The traffic impact analysis shall consider at least the following:

- Obtain new AM and PM peak hour turning movement counts at study intersections identified by the City of Middleton.
- Coordinate with COMPASS to determine the most current background traffic forecasts.
- Estimate site traffic.
- Evaluate study intersections operations and recommend improvements to mitigate the AM and PM peak hour traffic impacts for the following traffic conditions:
- Existing traffic
- Horizon year (5 years beyond build out year) background traffic
- Horizon year (5 years beyond build out year) site plus background traffic
- Assess the need for exclusive turn lanes and intersection control at study intersections and the proposed site access intersections for all traffic conditions described above. The City may include additional conditions to be evaluated.
- Evaluate traffic operations at the proposed site access intersections.
- Estimate the site traffic portion and percentage of the total entering traffic for each study intersection.
- Summarize the results.

14. Monuments Disturbed by Construction Activities. Idaho Code 55-1613 shall be observed in the City of Middleton. IC 55-1613 partially reads:

> All monuments, accessories to corners, benchmarks and points set in control surveys that are lost or disturbed by construction shall be reestablished and remonumented, at the expense of the agency or person causing their loss or disturbance, at their original location or by setting of a witness corner or reference point or a replacement benchmark or control point, by or under the direction of a professional land surveyor. Please see Idaho Code 55-1613.

15. Preconstruction Meeting. The NOI must be filed and all necessary approvals, including City of Middleton, DEQ, highway district, Idaho Transportation Department (ITD) or others shall be in place prior to scheduling a preconstruction meeting. Joint trench design is required to be furnished to the City 48 hours in advance of the preconstruction meeting and a construction schedule developed at the preconstruction meeting.

DRIVEWAYS:

Individual driveway approaches onto public roads are established at building permits issuance, per the site plan submitted. If the approved driveway needs modified, or an additional driveway or driving strips are requested, an application for an approach permit application is required to be submitted to the City. Upon receipt of the application, the City will evaluate the request per standards for site distance, lot coverage, impacts to stormwater facilities and other applicable items. If there are swales for stormwater treatment, the City may require installation of a partially-perforated culvert, perforations facing downward, with trash-racks on each end underneath the additional driveway or drive strips.

On collector roads, residential driveways shall be restricted to a maximum width of 20-feet. These driveways may be constructed as curb cut type driveways.

Driveway Design Requirements on Local Roads

1. The width of the driveway abutting the public street shall match the width of the garage. 2. Gravel driveway, where approved, are to be paved at least 30-feet into the site from the edge of pavement of the adjacent road.

3. If a driveway taking access to a public road is to be gated, the gate or keypad (whichever is closer to the road) shall be located a minimum of 50 feet from the adjacent road so the accessing vehicle is fully out of the traffic lane. An on-site turnaround shall be provided.

ACCESS

Local Roads

1. Residences having a three (3) car garage shall have a driveway width at least equal to the three (3) car garage that extends from the garage to the abutting public street.
2. The primary function of a local road is to serve adjacent property. Adjacent property will usually have unrestricted access to the road, except near intersections, and Average Daily Traffic will be less than 2,000. Direct lot access to local roads from adjacent property is

permissible.

3. Driveway Spacing Near Intersections. Driveways on local roads shall be located a minimum of 75 feet (measured centerline of road to centerline driveway) from the nearest road intersection. This is not applicable for single family dwelling units with lot sizes less than 75 feet in width.
4. Successive Driveways Away from intersections, there is no minimum spacing requirements for access points along a local road, but the City does encourage shared access points where appropriate.

Roads Other than Local

1. With the exception of collector roads located approximately one-half mile from adjacent arterial intersections, all new access, public or private, collector, local collector, section-line or quarter-section line road, will be restricted to right-in/right-out access. The right-in /right-out access will include construction of a median type, to be approved by the city. Access onto arterial is prohibited.
2. Direct access from roads other than local roads is permitted only when reasonable access cannot be obtained otherwise, as determined at the sole discretion of the city.
3. Additional access is not permitted upon the splitting or dividing of parcels of lands or contiguous parcels under the same ownership. The City may approve shared access or cross access may be permitted internally from the existing access.
4. Access near intersections is restricted and must be a minimum of 660 feet from the intersection and outside the functional area of the intersection in cases where the functional area may extend beyond the minimum distance.

PARKING LOT DIMENSIONAL STANDARDS: See attached drawing

PROJECT INSPECTION:

1. On Site Inspection:

A. The developers licensed engineer must supervise or conduct construction observation and inspection for all construction. See "Project Log" at paragraph 1.E below.

B. The City shall be informed of the inspector's name, office location, phone number, and emergency telephone numbers if different from the developers licensed engineer.

C. No water, sewer, street, or drainage construction shall take place without inspection.

D. Periodic inspection shall be conducted by the City and/or the City Engineer, at no charge to the Developer, as detailed below

WATER SYSTEM

1. Connection to existing main
2. Thrust block installation (to be batched concrete).
3. Potable and non-potable line crossings
4. Verify bedding, finder wire, valve configuration and metallic tape placement
5. Service installation. **City to verify materials and installation on first services installed.**

SEWER SYSTEM

1. Connect to existing main or manhole
2. Verify pipe bedding
3. Manhole EZ Wrap
4. Drop manhole or special manhole construction
5. Verify with contractor top cone placement for 12-inch grade rings

FIBER OPTICS CONDUIT

1. Verify placement generally per plan

PRESSURIZED IRRIGATION

1. Valves each side of right of way crossings
2. Verify bedding and depth in right-of-way

STREETS

1. Subgrade
2. Stormdrain installation. Seepage beds/swales to free draining or other to be determined (TBD).
3. Sidewalk and valley gutter – top of base course
4. Fiber mesh in concrete
5. Rebar in valley gutter
6. Valley gutter 10 inches deep
7. Placement of road base
8. Paving
9. Concrete collars

E. Project Log: The on-site project inspector shall keep a written and photographic log detailing the daily activities of the project. The written and photographic log shall consist of the following (minimum):

1. Written: A written description of the daily activities including materials used and construction completed. Notes should also include day, time, weather conditions and any activity out of the ordinary.
2. Photographic: Inspector shall keep a photographic journal detailing connections to **existing City utilities, pipe intersections (thrust blocks), valves, and manhole connections**. Photos to be identified by stations or other location as represented on the plans and date.

F. Prior to any work within the City streets and rights-of-way, a permit to work in the public right of way shall be obtained from the City.

G. The City is required to inspect or observe the following. The developers engineer is responsible for contacting the City to observe:

1. Water main pressure test per ISPWC
2. Sewer main pressure test per ISPWC
3. Sewer main CCTV and mandrel test per ISPWC
4. Sewer manhole vacuum test per ISPWC
5. Stormwater mainline pressure test per ISPWC
6. Pressure irrigation system pressure test per ISPWC

7. Subgrade inspection after water, sewer and joint trench and prior to hauling sub-base material.

8. Stormwater facilities installation, i.e. – seepage beds or swales.

9. Water bacteria testing (two tests – at least 24 hours apart).

10. Water system continuity test

11. Irrigation pump station functional

2. Project Completion Packet:

The project completion packet consists of the items below compiled in a packet and submitted to the City. At the completion of construction, before the release of any security posted with the City, and before the City issues occupancy permits or signs the final plat, the City shall receive:

1. A copy of the inspection log;
2. A copy of the photographic journal including thrust blocks as installed
3. Three (3) copies of legible Record Drawings and a digital copy of the record drawings in CADD as specified by the City
4. A digital copy of the final plat including the installed location of the water mains, valves, sanitary sewer mains, manholes, cleanouts, and storm sewer infrastructure including mains, inlets, containment areas and O/S boxes. Digital copy shall be in CADD and state plane coordinates or as requested by the City;
5. All test results shall be certified to the City by the developer's licensed Engineer.
6. All testing per ISPWC and Middleton Supplemental to be complete and added to the completion packet including water tests, pressure irrigation, compaction, etc. A graphic or plan sheet correlating the location of every project compaction test shall be included.
7. Irrigation as-built drawings shall be supplied to the city and the home owners association

3. Final Inspection:

A. The Developer's project engineer shall do the initial final inspection.

B. After the project engineer completes the walkthrough, he/she will submit a

statement certifying a final walkthrough has been completed by him/her and the project has been constructed in accordance with the ISPWC and City of Middleton Supplemental Specifications and is generally in conformance with the record drawing submitted and certify to the City that the project is ready for final inspection. The City will then schedule a final inspection.

C. The project completion packet shall be filed with the City and deemed complete prior to request for final inspection.

D. Final project inspection shall be by the City Engineer or a representative of the City Engineer.

E. Final inspections shall be requested by the developer's engineer and scheduled with the City Engineer at least two (2) City working days in advance.

F. Punch List:

1. The City Engineer will develop a "punch-list" of items.

2. When all items contained on the City's punchlist are completed and confirmed completed by the City, the City will issue a certificate of completion at which time the warranty period will start. Please see Appendix B for certificate of completion.

G. A one year warranty walkthrough will be performed by the City. A list of any infrastructure found to be defective, failing, or damaged will be provided to the developer. Repairs to items identified in the warranty walkthrough shall be verified complete by the City in 45 days or less.

APPENDIX A

STANDARD SPECIFICATIONS AND DETAILS

for

SANITARY SEWER LIFT STATIONS

1. INTRODUCTION: The following sewage lift station specifications provide minimum design requirements for proposed lift stations in the City of Middleton.

2. GENERAL REQUIREMENTS:

1. City Review and Acceptance:
   - A. All sewer lift stations shall be reviewed by the City prior to final plat submittal.
   - B. The City shall approve the selected sanitary sewer lift station mechanical components, electrical components, and construction materials used in the proposed lift station prior to final plat approval.
   - C. The developer's engineer shall provide the City with a complete operation and maintenance manual for the lift station prior to final walkthrough.
   - D. The developer's engineer shall provide for the City's staff operation training prior to final walkthrough.
   - E. All lift stations shall be duplex type and National Electrical Manufacturers Association (NEMA) rated as applicable.
2. Wet Well:
   - A. Wet wells shall have a minimum diameter of six feet (6), and made of precast concrete or City approved equivalent.
   - B. Wet well volume requirements shall be determined using "The Ten States Standards" and the appropriate design parameters and service area as defined by the City.
   - C. Wet well shall have a watertight outer coating ~~or liner~~and inner coating, coating shall be Raven or equivalent.~~.~~
   - D. Wet well shall have an access cover for the pumps. The cover shall be one size larger than required by the pumps, but not less than 36" x 48". The access hatch shall be aluminum and traffic rated and lockable.

E. Wet well vents shall be no less than four inches (4") in diameter and be covered with a screen and capped.

F. Wet wells shall be configured to reduce turbulence in wet well. The pipe shall be drop pipe or shall be properly placed to mitigate turbulence.

G. Wet wells shall be equipped with a duplex pump system with surface bypass pumping capabilities.

H. Wet well shall have two additional stainless steel hooks for floats.

I. Wet well piping shall be painted green. (Submittal to be approved by City)

~~G.~~J.

3. Valve Vault:

A. A valve vault is required.

B. Vault shall meet DEQ and City of Middleton requirements.

C. Valve vault shall have a floor drain to drain accumulated water back to the wet well.

D. The minimum valve vault depth shall be at least 78 inches.

E. Access cover in valve vault shall have dimensions not less than 36"x 48" and the opening location approved by the City. The access cover shall be made of aluminum and be lockable. The cover shall be traffic-rated.

4. Pumps:

A. As a minimum, the station shall be sized for a duplex pumping system and a spare pump shall be furnished. Three pumps total – two for service, one for spare~~.~~

B. Pumps shall be designed for a minimum solids handling capacity of three inches (3").

C. Impeller may be a non-clog or grinder type impeller with adjustable wear plate as determined by the City of Middleton. Pumps shall be ABS or City-approved equivalent.

D. Stainless steel guide rails with a minimum diameter of two inches (2").

E. Stainless steel lifting cable, 5/16" dia, and shall have a stainless steel clevis hook at the connection to the pump. The steel lifting cable shall be

equipped with 1 foot diameter stainless steel ring (D ring or approved other) at no more than ~~20~~ 15 foot intervals measured up from the pump. At the ring and clevis, the lifting cable shall be connected by a 1-foot loop - each side. Submit shop drawing for City review and approval.

F. Stainless steel anchor bolts.

G. Stainless steel bolt packs with full face gaskets inside the wet well.

H. Explosion proof pumps, wiring and J-boxes

I. Pipe and cam lock fitting to allow for bypass pumping.

J. Variable frequency drives with harmonic filters shall be installed for pumps five horse power (5 hp) and larger

K. All pumps shall be soft start pumps.

L. ~~L.~~ Pump controls to be pressure transducer based and have redundant float installation.

~~L.~~M. Digital amperage gauges are required for each pump.

5. Station Piping and Valves:

A. Piping into and out of the lift station and valve vault shall be ductile iron for a minimum of 10 feet.

B. Valves shall be resilient ball valves or resilient swing check valves. Manufacturer to be approved by City of Middleton. Isolation valves shall be one-quarter (1/4) turn resilient wedge plug valves, Mueller or City approved equivalent.

C. Piping and valving shall be designed so there is positive drainage into the wetwell.

D. Piping shall be Class 52 cement-lined ductile iron pipe with a fused calcium aluminate cement mortar lining (H_2Sewer Safe) as manufactured by Griffin Pipe Products meeting ANSI/AWWA standards

6. Site Requirements:

A. A yard light with motion detector.

B. A four inch (4”) base of three-quarter inch (3/4”) gravel compacted to ninety-five percent (95%).

C. Site may be required to install buffering landscaping.

D. A fire hydrant within 50 feet and on the same street side of the lift station building.

~~D.~~E. A frost free hydrant shall be located at and adjacent to the wet well.

~~E.~~F. Control building if installed and as required, shall meet the following:

1. Pre manufactured or built in place construction; a concrete foundation with 2ft stem wall.

~~—————~~2. Minimum interior dimension of ~~ten~~ twelve feet by ~~ten~~ twelve feet (~~10'x10'~~12'x12');

3. An interior light door light and an exterior motion light;

4. Adjustable and on/off interior heating

5. SCADA System antenna mounting supports.

6. Supports and mounts for the control system of the lift station.

7. Exterior walls shall be rock, brick or other fascia to four feet above grade to prevent staining and degradation of the building exterior walls.

F. Lift station slab shall be four inch (4") thick continuous fiber-mesh reinforced concrete slab.

G. A street light shall be provided adjacent to the access road to the lift station, as required and as applicable.

H. Access shall be surfaced with four inches (4") of three-quarter inch (3/4") gravel 15 feet wide

~~I. A stainless steel adjustable lift pump hoist shall be provided, Halliday D3B36B or City approved equivalent.~~

~~J A stainless steel embedded socket base shall be provided and installed to the City specifications for the lift pump hoist, Halliday or City approved equivalent~~.

K. A post in concrete with stainless steel embedded socket as a anchor to attach a safety harness to while maintenance is being performed.~~.~~

L. Yard shall be fenced using six foot (6') chain-link with privacy slats and topped with three strands of taught barbed wire as approved by the City. Two access gates shall be provided, one three foot (3') wide gate for people and one 14 foot wide vehicle gate, at locations approved by the

City.

7. Controls:

A. Control panel shall have a dead front enclosure.

B. Submerged transducers with a sounding tube and suited for sewage, supported with removable stainless steel cable system.

C. Two floats. One float for emergency high level and one float for pump shutoff high level/low level.

D. Programmable level control.

E. Hands, off, and auto switches provided for each pump.

F. Flow meters for each pump with flow display continuous.

G. Accessible junction box above-ground with removable seal located on all cables entering the wet wells.

H. Manual transfer switch with generator receptacle.

I. 500 watt heater with thermostat in panel.

J. High level / low level alarm light with manual reset.

K. Outside alarm beacon illuminated when high level alarms occur.

L. Auto - dialer with six (6) hour battery back-up.

M. Underwriters Laboratory (UL) listed control panel matching pump manufacturer with full electronic read-out and gasketed cover on outer door.

N. Laminated schematic on inside of front door with panel serial number.

O. Night light for panel repair at site.

P. Lift station shall be remote radio and City SCADA system control compatible.

Q. Seal fail indication on each pump.

8. Spares Parts:

A. Five (5) each spare fuses of each size.

B. One (1) each spare relay of each size.

C. One (1) each spare transducer and controller with cable.

D. One (1) each spare pump matching exactly the pumps installed in the lift station

9. Local Service & Warranty:

Five (5) year pro-rated warranty on pumps and one (1) year on control panel. Local factory authorized warranty repair facility within 50 miles of station location.

3. BACK-UP GENERATOR:

A. A back-up generator shall be required and installed for all lift station ~~which has pumps that are 15 HP and larger~~to be dedicated to the City. For lift stations ~~with a pumping size less than 15 HP it is~~not owned and operated by the City, it is acceptable to provide a gas powered by-pass pump with the appropriate plumbing for a complete system.

APPENDIX B

Miscellaneous Drawings, Check Lists, Applications, and Requirements

City of Middleton

Pre-Construction Submittal Checklist

General Submittal Category	Submittal Sub-Category	Yes	No	NA
Water	Fire Hydrants			
	Flushing Hydrants			
	Blow-Offs			
	Pipe			
	Pipe Fittings			
	Pipe Valves and Boxes			
	Locating Wire			
	Service Lines			
	Service Saddles			
	Corporation Stops			
	Curb Stops			
	Meter Setter and Appurtenances			
	Meter Lids (single knockout)			
	Meter Vaults			
Gravity Sanitary Sewer	Pipe			
	MH Base, Section, and Cone			
	MH Ring and Cover			
	MH Boot			
	MH Joint Sealant Between Barrels and Cone (mastic, gasket, or conseal)			

	MH Joint Sealant Exterior Sealant (Vulkem 116)			
	Manhole Joint Exterior Wrap (EZ Wrap)			
	Marking Tape			
Pressure Sanitary Sewer	Pipe			
	Fittings			
	Locating Wire			
	Clean-Out			
Sewer Services	Service Line			
	Service Connection (tee or wye)			
Stormwater	BMPs			
	Pipe			
	MH Base, Section, and Cone			
	MH Ring and Cover			
	MH Boot			
	MH Joint Sealant Between Barrels and Cone (mastic, gasket, or conseal)			
	MH Joint Sealant Exterior Sealant (Vulkem 116)			
	Manhole Joint Exterior Wrap (EZ Wrap)			
	Geotextiles			
	Sand and Grease Trap			
	Catch basins			
Pressure Irrigation System	Irrigation Design			
	Pipe and Fittings			
	Service Pipe and Fittings			
	Valve Box			
	Irrigation Entity Approval Letter			
Street	Concrete Mix (fiber)			
	Asphalt Mix			
	Base Materials - 3/4"			
	Subbase Materials - Pitrun			
	Thermoplastics			
	Street Lights (LED)			
	Fiber Optic			
	Street Signs and Posts			

City of Middleton

Post-Construction Submittal Checklist

General Submittal Category	Submittal Sub-Category	Complete		
		Yes	No	NA
Water	Pressure Test			
	Bacteria Test			
	Continuity Test			
	Thrust Blocks Documentation			
	Trench Compaction Test			
Gravity Sanitary Sewer	TV Inspection (CD and Notes)			
	Air Test			
	Manhole Test			
	Trench Compaction Test			
Pressure Sanitary Sewer Pipe	Pressure Test			
	Continuity Test			
	Trench Compaction Test			
Sewer Services	Air Test (part of Gravity Sewer)			
Stormwater	TV Inspection (CD and Notes)			
	Air Test			
	Manhole Test			
	Trench Compaction Test			
Pressure Irrigation System	Pressure Test per ISPWC			
	Subgrade Compaction Test			

Street	Sub-base and Base Compaction Test			
	Curb Compaction Test			
	Sidewalk Compaction Test			
	Construction Notes/Logs			
	Construction Photos			
	Concrete Testing per ISPWC			
	Asphalt testing and cores			
Additional Documents	As-Built Drawings in CADD(3 copies)			
	Pressure Irrigation As-Built Drawings			
	Digital Plat			

CERTIFICATE OF COMPLETION

DATE OF ISSUANCE:

Project:

Development Owner:

Design Engineer:

The Work to which this Certificate applies has been received by a representative of the City of Middleton, and Work is hereby declared to be complete in accordance with the requirements set forth by the City and the City Engineer:

ITEMS REMAINING TO BE COMPLETED:

_____
DATE OF COMPLETION

The City of Middleton recognizes this project as complete and all warranties shall start as of the

above date of completion.

ACCEPTANCE OF THIS CERTIFICATE OF COMPLETION:

City of Middleton:

By_____
Date

1103 W Main St.
Middleton ID 83644
(208) 585-3133

City Engineer: Civil Dynamics PC

By_____
Date:

ORDINANCES OF THE CITY OF MIDDLETON
NOTICE OF ADOPTION AND SUMMARY OF
AMENDED AND RESTATED ORDINANCE NO 591

AN ORDINANCE ENACTED BY THE MIDDLETON CITY COUNCIL AMENDING TITLE 1 OF THE MIDDLETON CITY CODE BY THE ADDITION OF A NEW CHAPTER, CHAPTER 20, SECTIONS 1-20-1 THROUGH 1-20-12, ADOPTING A TRANSPORTATION IMPACT FEE FOR THE CITY OF MIDDLETON; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS AND PARTS THEREOF, IN CONFLICT HEREWITH.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF MIDDLETON, COUNTY OF CANYON, STATE OF IDAHO:

Section 1. Formally codify and make minor clerical edits to that previously adopted Ordinance No. 591 of the City of Middleton, which ordinance established traffic impact fees for the City of Middleton; and codifies the new traffic impact fee schedule by use category, which schedule was previously authorized and duly adopted by the City Council of the City of Middleton.

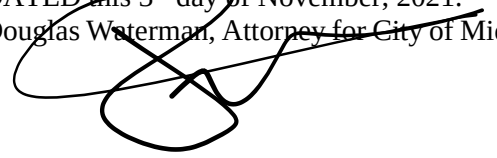
Sections 2 through 4. Provides that this ordinance shall be in full force and effect from and after its passage, approval, and publication, according to law; provides for severability; repeals conflicting ordinances, resolutions, and orders.

Amended and Restated Ordinance No. 591 provides an effective date, which shall be on the 20th day of October, 2021. Ordinance No. 591 was passed by the Council and approved by the Mayor on the 20th day of October, 2021. The full text of the Ordinance is available at Middleton City Hall, 1103 W Main St, Middleton, ID 83644. The Mayor and City Council approved the foregoing summary on the 3rd day of November, 2021, for publication on the 4th day of November, 2021, pursuant to Idaho Code § 50-901A.

Mayor Steve Rule

ATTEST: Becky Crofts, City Clerk

STATEMENT OF LEGAL ADVISOR
I have reviewed the foregoing summary and believe that it provides a true and complete summary of Amended and Restated Ordinance No. 591 and provides adequate notice to the public as to the contents of such ordinance.
DATED this 3rd day of November, 2021.
Douglas Waterman, Attorney for City of Middleton



ORDINANCE NO. 357

AN ORDINANCE ENACTED BY THE MIDDLETON CITY COUNCIL AMENDING TITLE 4, CHAPTER 1, SECTION 4-1-1, OF THE MIDDLETON CITY CODE, PERTAINING TO THE GENERAL REQUIREMENTS FOR BUILDING WITHIN THE CITY OF MIDDLETON; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS AND PARTS THEREOF, IN CONFLICT HEREWITH.

BE IT ORDAINED by the Mayor and Council of the City of Middleton, County of Canyon, State of Idaho:

Section 1. That Title 4, Chapter 1, Section 4-1-1 of the Middleton City Code is hereby amended as follows:

4-1-1: GENERAL REQUIREMENTS:

…

B. Certificate Of Occupancy: The building official shall not issue a certificate of occupancy for a building until all necessary subdivision infrastructure improvements have been constructed and accepted by the City, and debris has been removed from subdivision vacant lots. A certificate of occupancy ~~will~~ shall not be issued until any damage to public improvements or property by a contractor, subcontractor, owner, or builder has been ~~homebuilder is~~ repaired at the ~~home builder's~~ expense thereof. A contractor shall be responsible for damage caused by said contractor's subcontractor. A building/property owner shall be responsible for damage caused by said building/property owner's contractor.

…

Section 2. This ordinance shall be in full force and effect from and after its passage, approval, and publication, according to law.

Section 3. This ordinance is hereby declared to be severable. If any portion of this ordinance is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the ordinance before the declaration of partial invalidity.

Section 4. All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

PASSED BY THE COUNCIL OF THE CITY OF MIDDLETON, IDAHO, this ____ day of _____, 2021.

APPROVED BY THE MAYOR OF THE CITY OF MIDDLETON, IDAHO, this ____ day of _____, 2021.

ATTEST:

_____ _____

Steve Rule, Mayor City Clerk (or Deputy)

ORDINANCE NO. ~~_____~~658

AN ORDINANCE ENACTED BY THE MIDDLETON CITY COUNCIL AMENDING TITLE 7, CHAPTER 2, SECTION 7-2-9, OF THE MIDDLETON CITY CODE, CONCERNING THE REGULATION OF CESSPOOLS, SEPTIC TANKS, AND CARE OF SERVICE LINES; AMENDING TITLE 7, CHAPTER 2, BY THE ADDITION OF A NEW SECTION 7-2-10, TITLED USER RESPONSIBILITIES FOR SERVICE LINES; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS AND PARTS THEREOF, IN CONFLICT HEREWITH.

BE IT ORDAINED by the Mayor and Council of the City of Middleton, County of Canyon, State of Idaho:

Section 1. That Title 7, Chapter 2, Section 7-2-9 of the Middleton City Code is hereby amended as follows:

7-2-9: CESSPOOLS, SEPTIC TANKS PROHIBITED~~, CARE OF SERVICE LINES~~:

A. Cesspools and septic tanks shall not be constructed upon property within three hundred feet (300') of any sanitary sewer line and old cesspools and septic tanks shall be discontinued and abandoned per health district specifications.

B. Privies, also known as outhouses, are expressly prohibited within the corporate limits of the City.

~~C. All service lines connected to the public sewer shall be maintained in good condition. The City shall have reasonable access for inspection to determine compliance with this provision. Upon notice of noncompliance, the legal owner of the premises concerned shall have one week to correct the deficiency, unless an extension is granted by the City.~~

Section 2. That Title 7, Chapter 2, of the Middleton City Code is hereby amended by the addition of a new section 7-2-10, USER RESPONSIBILITIES FOR SERVICE LINES, as follows:

7-2-10: USER RESPONSIBILITIES FOR SERVICE LINES:

A. Installation: The owner of any property connecting to the City sewer system is responsible for the installation, expense and risk associated with the construction and operation of the private service line. The private service line extends from the City owned sewer main line to and through the service line limits. The owner is also responsible for the installation, expense and risk of all other wastewater pipes, machinery, plumbing fixtures and apparatus within the property, which may be required for collecting, treating and discharging wastewater from the premises.

1. All work in the public right of way is to be done by a public works licensed contractor.

~~A.~~2. The homeowner must secure a right of way permit from the City before any work in the public right of way.

B. Maintenance:
   1. The owner shall be responsible, at owner's expense, for:
      a. The cleaning, unstopping, maintenance and repair of the ~~private~~ service line, and shall keep the ~~private~~ service line, as well as all pipes, fixtures, appliances and apparatus on the property, watertight and in good working order to prevent discharge of combined wastewater or prohibited substances into the public sewer;
      b. The replacement of any portion of the private service line which, in the opinion of the City Engineer, has become so damaged or disintegrated as to be unfit for further use, or is in such condition as to permit infiltration into the wastewater system or exfiltration of wastewater into the surrounding soil; and
      c. The cleaning, unstopping and maintenance of ~~the public portion of~~ the private service line to remove rocks, roots and debris that originated from private property and settled into the private service line or the ~~public service~~City sewer main line. ~~Repair of the public service line will be the responsibility of the City~~.
   2. All repairs shall be completed within thirty (30) days after the need for repair is known or written notification from the City. If the owner fails or refuses to complete repairs required by the department, the department may cause the repairs to be completed and charge the owner for the costs of such repairs. If the costs of the repairs are not paid by the owner they may be treated as any other delinquent service fees owed to the City.

C. Liability: The City is not responsible for any loss or damage caused by negligence or want of care on the part of the owner, or the contractor of the owner, in installing, maintaining, using or operating private service lines, wastewater pipes, fixtures, appliances and apparatus. The owner shall hold the City harmless from any loss or damage that may be directly, or indirectly, occasioned by the installation or malfunction of any private service line or private appurtenances.

D. Compliance: All users shall comply with the limitations and prohibitions placed on the discharge of wastewater from their premises by standards set by, or incorporated by reference in, this chapter, as well as all other requirements of this chapter. No user shall make, or permit another person to make, a connection to such user's private service line which would allow the discharge of wastewater from property not otherwise served by the City sewer system.

E. Inspections and Authority: The City may inspect the equipment and facilities of any users at any reasonable time to ascertain compliance with applicable ordinances, rules and regulations. Persons or occupants of premises where wastewater is created or discharged shall allow department personnel ready access to the premises for the purposes of inspection, sampling, records examination and copying, and performance of their duties. The department shall have the right to set upon the user's property such devices as are necessary to conduct sampling, inspection, compliance monitoring and/or metering operations. Where a user has security measures in force which would require proper identification and clearance before entry into its premises, the user shall make the necessary arrangements with the security guards so that, upon presentation of suitable identification, department personnel will be permitted to enter without delay for the purposes of performing their specific responsibilities. While performing the necessary work on private property, department personnel shall observe all security and safety rules applicable to the premises, as established by the user.

F. Refusal To Admit: If a duly authorized representative of the City is refused admission to a user's premises, the department may discontinue sewer service to the premises until the

department has been afforded reasonable access to the premises and private sewer system, so as to accomplish the inspection or sampling.

Section 3. This ordinance shall be in full force and effect on January 1, 2022, after its passage, approval, and publication, according to applicable law, including Idaho Code 50-203.

Section 4. This ordinance is hereby declared to be severable. If any portion of this ordinance is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the ordinance before the declaration of partial invalidity.

Section 5. All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

PASSED BY THE COUNCIL OF THE CITY OF MIDDLETON, IDAHO, this ____ day of _____, 2021.

APPROVED BY THE MAYOR OF THE CITY OF MIDDLETON, IDAHO, this ____ day of _____, 2021.

ATTEST:

_____ _____

Steve Rule, Mayor City Clerk (or Deputy)