Before the Caldwell Planning and Zoning Commission
City of Caldwell, Idaho
Public Hearing Held August 11, 2020

Subject: **Case No. CMP-20-04/ZON 20 05/SUB-20P-05 (AeroSky Park Subdivision)**
Parcel: R35305

The following land use action is the primary feature of this application:

- Change Comprehensive Plan designation on 24.82 acres from "Commercial and Service" to "Manufacturing and Production"
- Rezone 24.82 acres from "C4" (Interchange/Freeway Commercial) to "M1" (Light Industrial)
- Rezone 12.16 acres from "C4" (Interchange/Freeway Commercial) to "C3" (Service Commercial)
- Preliminary Plat approval of AeroSky Park Subdivision consisting of 6 Commercial lots and 14 Industrial lots.

TABLE OF CONTENTS:

I COURSE OF PROCEEDINGS
II GENERAL FACTS
III TESTIMONY
IV APPLICABLE LEGAL STANDARDS
V COMPREHENSIVE PLAN ANALYSIS – CMP 20 04
VI FINDINGS OF FACT – Comp Plan Amendment
VII CONCLUSIONS OF LAW – Comp Plan Amendment
VIII RECOMMENDATION – Comp Plan Amendment
IX COMPREHENSIVE PLAN ANALYSIS – ZON 20 05
X FINDINGS OF FACT – Rezone
XI CONCLUSIONS OF LAW – Rezone
XII RECOMMENDATION – Rezone
XIII COMPREHENSIVE PLAN ANALYSIS – SUB 20P 05
XIV FINDINGS OF FACT – Preliminary Plat
XV CONCLUSIONS OF LAW – Preliminary Plat
XVI RECOMMENDATION – Preliminary Plat

I COURSE OF PROCEEDINGS

1.1 The Caldwell Planning and Zoning Department issued a notice of Public Hearing on application ANN-20-01/SUB-20P-01 to be held before the Caldwell Planning and Zoning Commission on Aug 11, 2020. Public notice requirements set forth in Idaho Code, Chapter 65, Local Planning Act, were met. On, or before, July 26, 2020, notice was published in the Idaho Press Tribune, and on, or before, July 24, 2020 notice was mailed to all political subdivisions providing services to the site and to all property owners within 300 feet of the project site; and on, or before, July 30, 2020 notice was posted on the site.

1.2 Files and exhibits relative to this application are available for review in the Planning and Zoning Department, 621 Cleveland Boulevard, Caldwell and at applicable public hearings.

II GENERAL FACTS

2.1 APPLICANT: Jane Suggs/Gem State Planning 9840 W. Overland Road, Suite 120, Boise, ID 83709

2.2 PROPERTY OWNER: Heartland Townhomes Property Mgt, LLC, 9839 W. Cable Car St., Ste 101, Boise, ID 83709

2.3 REQUEST: Heartland Townhomes Property Management LLC / Trilogy Development, Inc., is requesting a commercial/industrial development on parcel R35305, 35.44 acres, located on the southeast corner of Hwy 20/26 and Aviation Road, Caldwell, Idaho. The 35.44 acre subject property is currently zoned 'C-4' (Interchange/Freeway Commercial) and is located in the APO-1 Land Use Limitation Zone in the Industrial Airport Overlay Zone. The following are the components of the request:

2.3.1 A Comprehensive Plan map amendment to designate 24.82 acres from "Commercial and Service" to "Manufacturing and Production" is proposed to allow for industrial zoning.

3.3.2 Rezone 12.16 acres from "C4" (Interchange/Freeway Commercial) to "C-3" (Service Commercial)

3.3.3 Rezone 24.82 acres from "C4" (Interchange/Freeway Commercial) to "M1" (Light Industrial)

3.3.4 Additionally, requesting approval of a preliminary plat, AeroSky Park Subdivision, containing 6 commercial lots and 14 industrial lots.

2.4 COMPREHENSIVE PLAN DESIGNATION: The 2040 Caldwell Comprehensive Plan Map designation for the 35.4 acre site is **Commercial and Services.**

Commercial and Services: This category includes land that is suitable for a wide range of retail, service, professional businesses and more intense commercial uses, such as those that require large amounts of land for sales, storage or parking, light production or repair of consumer goods, and which may be less compatible with residential uses due to traffic, noise and other impacts.

Proposing to change 24.82 acres of 35.44 to Manufacturing and Production:
Manufacturing and Production: This category includes land that is suitable for the manufacturing, processing, assembling, packaging or fabricating of previously prepared materials, research and development activities and warehousing. Manufacturing and production uses shall be unobtrusive and not detrimental to surrounding residential and commercial uses. Commercial and service activities that have frontage on collector and arterial roadways or are within a platted industrial park may be permitted.

2.5 COMPREHENSIVE PLAN COMPONENTS APPLICABLE TO THE REQUEST:

Land Use: The subject property is currently located within the City of Caldwell and is zoned "C4" (Interchange/Freeway Commercial).

Direction	Zone	Comprehensive Map	Use
Site	C4	Commercial and Services	Vacant Agricultural Land
North	C3 & County	Commercial and Services	Steve Reagan Farm Supply & Vacant Ag Land (proposed North Ranch Business Park)
South	M1	Manufacturing and Production	Vacant Land & SWDH facility
East	C3 & M1	Commercial and Services and Manufacturing and Production	Vacant Agricultural Land Vacant Agricultural Land
West	C4	Commercial and Services	Flying J Travel Plaza

Transportation/Connectivity: The subject property has frontage on Aviation Way and State Highway 20/26.

Public Services, Utilities and Facilities: The engineering department, fire marshal, building department, police department, Caldwell Airport, Black Canyon Irrigation District, Pioneer Irrigation District, Idaho Transportation Department, and Canyon Highway District #4, Valley Regional Transport, COMPASS, Boise Project Board of Control, Bureau of Reclamation, Southwest District Health, Idaho Power and Intermountain Gas were all sent requests for comments.

2.6 ENGINEERING Memorandum Comments (Exhibit PA-1)

Development Plans

1. Development Plans – Prior to commencing construction, plans must be prepared by the developer's engineer and approved by the City Engineering Department which shall include the following items:

   a. Street section and alignment (including curb and gutter);

   b. 7 foot Sidewalk on Aviation and 10 foot detached sidewalk on Hwy 20/26;

   c. Sanitary sewer (per City and DEQ requirements);

   d. Potable water (per City and DEQ requirements);

   e. Stormwater facilities (per City requirements/manual);

   f. Street lighting (per City standards);

   g. Street signage (per City and MUTCD requirements);

   h. Vertical Datum based on NAVD 88 Datum.

General

1. Easements for Utilities shall be 10 feet wide minimum along all front and rear lot lines. A minimum10 feet wide easement along select interior lot lines shall be provided to facilitate pressure irrigation.

2. Appropriate easements for emergency access, transmission lines and/or other utilities shall be clearly indicated, with recorded instrument numbers provided for said easements, on the face of the final plat (visually and in writing).

3. All utilities on and within the boundaries of the subdivision shall be located and/or relocated underground.

4. All street, sewer, water, fire protection, and street light facilities must be dedicated to the City. Some conveyance facilities for stormwater drainage may be eligible for dedication to the City.

5. Construction of facilities to be dedicated and/or within public right-of-way shall be performed by an appropriately licensed public works contractor and constructed to City of Caldwell specifications.

6. Prior to commencement of construction in any dedicated right-of-way, or construction of any improvement intended for dedication to the City or connected to a City facility, the City Engineering staff is to be notified. This preferably will take place in a pre-construction conference scheduled by the engineer of record in which all appropriate personnel and utilities are present. Appropriate City personnel are to be notified in advance of all testing (including compaction, pressure and coliform, etc.) and given opportunity to be present during conduct of the testing. The engineer of record or his designated representative is to witness all tests and a log of inspection visits and testing results is to be kept by the engineer of record or his representative.

7. The developer is to employ a responsible design professional, preferably the engineer of record, to oversee and inspect construction, to perform and/or observe all requisite testing of completed facilities, and to certify that improvements have been constructed according to approved plans and in compliance with applicable City, State, and Federal standards.

8. The engineer of record shall be held responsible to ensure that subdivision improvements are in substantial compliance with said engineer's design. Following the construction of the subdivision improvements, the developers engineer shall provide the City of Caldwell Engineering Department with electronic (.dwg) format record drawings spatially referenced to the Idaho State Plane Coordinate System-West Zone, North America Datum (NAD) 83. Vertical control shall be referenced to the North America Datum (NAVD) 88 for future reference and to establish that the engineer of record has caused construction to occur in substantial compliance with the design of said engineer of record.

9. Any note, item or drawing element on the plats, construction drawings, engineering drawings and/or design drawings related to the property inconsistent with City Codes, Policies and/or Ordinances shall not be construed as approved unless specifically addressed and granted by City Council.

Rights-of-Way

1. Highway 20/26 is a State Highway controlled by Idaho Transportation Department (ITD). Per the Traffic Impact Study (TIS) conducted on June 9, 2020 by CR Engineers, a right hand turn lane will be required for both 20/26 access points. This will necessitate additional right of way to accommodate these turn lanes.

2. Aviation Way is classified as a Minor Arterial. The applicant shall dedicate as public right-of-way a minimum forty (40) foot half width right-of-way along the entire Aviation Way frontage.

3. A note shall be placed on the Final Plat indicating that all rights-of-way are to be dedicated to the public.

Street

1. Highway 20/26 is currently built out, however, developer is responsible to construct east bound right hand turn lanes as warranted by the TIS. Also including a 10 foot sidewalk, street lighting and/or any other frontage improvement required by City Code. Additional Improvements may be required by the applicant at the time of construction.

2. The applicant shall improve Aviation Way to include a minimum 24.5 foot half width street centerline to back of curb. The street shall feature standard 6" vertical curb and gutter, 7 foot sidewalks, sub-base and asphalt paving, required storm water drainage facilities and streetlights. Improvements shall extend the full length of the Aviation Way frontage.

Southbound left hand turn lanes shall be constructed for both Aviation Way access points. No Northbound right hand turn lanes are warranted.

3. Any approaches on Aviation Way shall meet requirements as specified in the Caldwell Access Control Standards for State Administered Highways and City Administered Surface Streets Ordinance. The proposed access point appears to meet these requirements.

4. A Northbound right hand turn lane will be required at the intersection of Aviation and Highway 20/26 per City Detail R-810 G.

Traffic Mitigation

The following are the required traffic related mitigation measures for the Aerosky Park Subdivision resulting from the traffic impact study pursuant to City Code Chapter 10, Article 10 conducted by CR Engineers on June 9, 2020.

1. Provide a cross-access easement allowing use of approaches and cross-access of the site by both onsite and adjacent development, where applicable. This requirement shall be noted on the final plat.

2. The Aerosky Park Subdivision is expected to generate 504 trips in the critical (P.M.) peak hour. Community Planning Association of Southwest Idaho has computed the average trip length in Canyon County to be 7.3 mi. Traffic impact mitigation should presumably occur at both trip ends so ½ of the trip length should be attributed to each end. It is estimated that trips will encounter a major intersection every half mile along any given path. The capacity of an average fully improved intersection (assumed to be the intersection of a collector and an arterial road) is estimated to be 5,080 vehicles/hour. **This amounts to 72% of one fully improved and signalized intersection.** This percentage represents the total capacity utilized from each intersection (once fully improved and signalized) encountered by trips generated over the development's half of the generated trip length.

   a) The owner/developer/applicant shall design and construct roughly 72% of the signalization improvements needed for an average intersection, as defined, at one or more nearby (within 3.5 miles of the site) deficient locations to be determined by Engineering staff. The Engineering staff shall have reasonable discretion to determine the sites of construction and what design and construction equals roughly 72% of the signalization improvements needed for an average intersection. Engineering staff can provide information about applications with whose mitigation efforts the owner/developer/applicant can combine to achieve even units of 100%.

      i) The owner/developer/applicant may be allowed, at his option, to contribute monies in lieu of construction to the City of Caldwell Roadway Trust Fund, but the basis for the obligation is for construction. Monetary contributions must be made at a level commensurate with costs to construct the same by the City and as estimated by the City. This alternate provision for payment of money is not a requirement, is for the benefit and convenience of the owner/developer/applicant only and does not constitute an Impact Fee.

      ii) Improvements needed at and near the intersection of US 20/26 with Aviation, which have not been required as part of the projects obligation of standard frontage improvements, may be considered in lieu of some part or all traffic mitigation requirements. Measures that may qualify for this purpose include:

         (1) Added right-of-way and widening to accommodate the receiving lane for the Westbound dual left turn from US 20/26 onto Aviation way.

(a) Right-of-way provided for this purpose should be credited toward signal mitigation at raw land value.

(b) Added Asphalt above the minimum required shall be credited based on actual cost or contract bid.

iii) The average cost of intersection is estimated at $425,000 for procurement of design services, construction, and associated costs by the City, of which 72% of that cost is what needs to be covered by this subdivision.

3. The owner/developer/applicant shall keep the City informed of and comply with any additional requirements Idaho Transportation Department has the final authority to impose. Requirements of ITD shall be met independent of requirements of the City. ITD standards shall be followed for roadway section depth on Highway 20/26. The more strict of City or State requirements shall be followed for roadway width and traffic mitigation measures on Highway 20/26.

Water

1. All on site water mains will need to be looped into existing mains for fire flow and water quality purposes. Internal main sizing and construction plan approval, will be dependent upon the availability of fire flow.

2. Each buildable lot shall be supplied with potable water. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately.

3. The location of water service, including sizing of mains, providing of easements, frontage construction, and offsite construction are to be decided during review of improvement plans. This development will be required to comply with the Water Master Study.

4. Water is available from a 12-inch line in Aviation Way and in Hwy 20/26.

Sanitary Sewer

1. It shall be the responsibility of the applicant's engineer to verify that connection to existing sewer mainlines will not exceed the functional capacity of said mainlines. Provision for connectivity by future developments shall be met in accordance with current City standards.

2. Sewer is available from a 12-inch line in Aviation Way. The location of sewer service, including sizing of mains, providing of easements, frontage construction, and offsite construction are to be decided during review of improvement plans. This development will be required to comply with the Franklin Sewer Study as updated.

3. The applicant will be required (where applicable) to extend all sewer and water mainlines to the center of adjacent roadways for connectivity by future developments. Locations of said extensions will be decided during the review of the improvement plans.

4. Each buildable lot shall be provided with individual sewer service. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately.

5. Any easements for sewer lines not in the right-of-way should be at a width sufficient to construct same and not less than 20 feet in width. Easements for adjacent sewer and water lines not in the right-of-way shall be at a width sufficient to construct the same and shall be no less than 30 feet in width.

6. All weather surfaces may be required adjacent to mainlines that fall outside the public right-of-way. All weather surfaces shall be constructed sufficiently to support heavy equipment necessary to construct and maintain sewer under all seasonal weather conditions.

Irrigation

1. The Preliminary Plat shows the A-Drain running through the subdivision. the A-Drain is owned and operated by the City of Caldwell. A-Drain tiling plans will need to be reviewed and approved before any construction work may commence. Existing easements and/or right-of-ways for this facility and any other irrigation facility shall be determined and clearly indicated on the construction plans and on the final plat (excluding prescriptive easements). Construction across or re-routing of these facilities is subject to approval by the City and must be clearly delineated on the constuction drawings.

2. The developer shall maintain any existing upstream drainage rights and downstream irrigation rights across the property. During the design phase of this project, the developer or his engineer is to contact the appropriate irrigation district to help ascertain these rights. Appropriate facilities shall be provided by the developer to convey irrigation and drainage water across the property to take care of these offsite needs. There is to be no discharge of gravity irrigation return water into the subdivision storm water system.

3. The development is to include a non-potable water pressure irrigation system. The design of this pressure irrigation system is to be reviewed and approved by the Caldwell Municipal Irrigation District prior to construction plan approval. The development shall connect into the Sky Ranch pump station and will be required to run a ten inch (10") pressure irrigation line through the platted site, connecting on the south and stubbing the line to the east. Exact alignment of this PI line and be worked out with CMID staff during project design.

4. Each lot shall be provided with a pressure irrigation service.

5. All pressure irrigation mainlines shall be located on private property excepting at street crossings, and within a public utility easement of a minimum of 10 feet in width centered over said mainlines.

6. The applicant shall ensure that an adequate continuous irrigation supply flow is available to meet the pressure irrigation system requirements.

7. Supplying irrigation district shall approve the location of the delivery point.

8. The applicant shall transfer a proportionate share of any existing water right(s), except those held in trust by an irrigation district, to the City of Caldwell for both irrigation and domestic water supply for the subject development. If this should occur, The City shall assist in registering the transfer.

9. Irrigation facilities shall be located outside the public-right-of-way and shall be moved, adjusted and/or improved as necessary to facilitate required street improvements.

Storm Drain

1. As noted previously, provision is to be made for the disposal of stormwater drainage in accordance with the City Stormwater Management Manual and any updates adopted subsequent to this application. It is to be noted that retention designs will be denied in most instances. A copy of this policy is available upon request. The engineer of record is to provide

calculations, which indicate that the assumptions in his stormwater drainage plan comply with the requirements of the stormwater manual

2. The applicant shall identify and retain all historical drainage discharge points from the property for the purpose of draining on site storm water detention facilities.

3. The final plat drawing should indicate that storm water detention basins are to be placed in common lots in accordance with the referenced Stormwater policy. A note should be placed on the final plat indicating that all areas designated as common areas are to be operated and maintained by the business owners association.

Plat

1. Prior to approval of the final plat, subdivision facilities must be completed or an appropriate construction security provided. There may be temporary restrictions to the obtaining of building permits, even with acceptable construction security, depending on fire protection, emergency service requirements, and City approval of the sanitary sewer system. A 50% temporary restriction to obtaining of building permits will be enforced until all facility construction has been completed, inspected and certified by the developers engineer including all punch list items.

2. Upon recordation of the plat, the Engineering Department is to be provided with a reproducible Mylar copy of said document, suitable for blue line reproduction.

3. An electronic (dwg.) copy of the Final Plat suitable for mapping and addressing purposes will be required with Final Plat submittal.

2.7 Landscaping & Pathways: As per Section 10-07-02(2) of City Code, landscaping should be required for this project. City Code §10-07-08 requires a 20-foot wide landscape buffer along Aviation Way (classified as a minor arterial) and a 30 foot landscape buffer with a detached landscaped pathway along State Highway 20/26 in accordance with §10-07-08 (11). Parking lot landscaping (§10-07-09) and landscaping buffers between differing land uses (§10-07-10) should be required.

III PUBLIC TESTIMONY

3.1 Before the Planning and Zoning Commission, August 11, 2020.

Reserved for Planning and Zoning Commission

IV APPLICABLE LEGAL STANDARDS

4.1 City of Caldwell Zoning Ordinance No. 1451, as amended
4.2 City of Caldwell Comprehensive Plan, as amended
4.3 Idaho Code, Title 67, Chapter 65, Local Planning Act

V COMPREHENSIVE PLAN ANALYSIS – Comprehensive Plan Amendment (Map), Rezone and Preliminary Plat

The Caldwell Planning and Zoning Commission accepts the Comprehensive Plan Components as listed below.

5.1 The requests for a Comprehensive Plan Amendment (Map) of a 24.82 acre portion of R35305 from Commercial and Services to Manufacturing and Production, a Rezone consistent with map amendment (if approved), and Preliminary Plat for AeroSky Subdivision as conditioned were found to be consistent with the following Comprehensive Plan Components:

GOALS AND POLICIES – Property Rights

Goal 1: Ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of the property.

Policy 1-1: Establish a sound basis for land use and environmental regulations through comprehensive planning and adopted policies and ordinances.

GOALS AND POLICIES – Economic Development

GOAL 1: Promote economic development initiatives relating to housing, business, jobs, schools, recreational opportunities, infrastructure systems, public utilities and facilities, and public services.

Policy 1-1: Promote a positive working relationship between the City, businesses, and economic development organizations.

Policy 1-2: Promote job market expansion that encourages opportunities for mid- and upper-range wage scales and benefits.

Policy 1-3: Encourage development that generates new job opportunity.

GOAL 2: Encourage business expansion and labor retention in areas suitable for commercial development.

Policy 2-1: Provide commercial uses that meet all of the consumer needs for residents within the community and thereby reduce vehicle miles traveled.

GOAL 3: Create neighborhoods where citizens can live, work and play.

Policy 3-2: Generate employment opportunities that support local economies and reduce vehicle miles traveled between home and work.

Policy 3-3: Promote economic development growth that is sustainable, environmentally manageable, that will assist in maintaining the City's fiscal stability, and that will reduce the need for residents to commute out of the City.

Policy 3-4: Designate commercial centers, industrial parks and light industrial uses in areas that can be supported by all modes of transportation

GOAL 5: Recognize and promote the importance of retaining and attracting basic industries to Caldwell.

Policy 5-2: Ensure that an adequate inventory of commercial and industrial property is available for new industries.

GOALS AND POLICIES – Land Use

Goal 1: Establish land-use management policies that protect property rights and the environment, maintain a high quality of life, provide adequate land for all types of development, and adequately buffer non-compatible uses.
Policy 1-1: Guide the growth and development of land uses in such a way that the health, safety, and general welfare of residents will be protected.

Policy 1-2: Encourage commercial and industrial uses in areas that are readily accessible to regional and principal arterials and/or public transit.

Goal 4: Create communities that generate cost effective public services and infrastructure.
Policy 4-3: Require developers to meet design principles, development standards, and street and utility improvement requirements as set forth in the City's subdivision ordinance and infrastructure policy

GOALS AND POLICIES – Public Services, Utilities, & Facilities

Goal 3: Protect the public, health, and general welfare of the citizens of Caldwell.

Policy 3-4: Protect the City's domestic water supply by insuring that new development utilizes pressurized irrigation systems for irrigation, unless the proposed development does not have water rights.

GOALS AND POLICIES – Transportation

GOAL 1: Provide for the efficient, safe, and cost-effective movement of people and goods.
Policy 1-1: Maximize the benefits to the public from transportation expenditures.

Policy 1-2: Seek developer participation in roadway improvement costs that are uniquely attributable to new development.

Policy 1-3: Ensure that road construction meets the City's adopted public road standards. Allow a reduction in rights-of-way width when reviewing PUDs, and other developments when the proposed reduction would not compromise the safe Movement of traffic.

Policy 1-4: Design local streets in a manner that provides good interconnectivity as well as connectivity to adjacent developments.

Policy 1-6: Preserve roadway corridors as development occurs.

Policy 1-7: Cross-access easements should be utilized in commercial developments

GOAL 5: Protect the integrity of arterial corridors.
Policy 5-1: Preserve the integrity of Highways 55 and 20/26 as high-speed corridors with multi-modal capacity and access management control.

Policy 5-2: In order to minimize the number of driveway approaches, create alternative access points when developing property along a principal arterial road.

Policy 5-3: Provide adequate right-of-way for arterial highway needs.

GOALS AND POLICIES – Public Airport Facilities

GOAL 1: Maintain the viability and integrity of the Caldwell Industrial Airport.
Policy 1-1: Protect the airport from encroachment of incompatible uses.

Policy 1-2: Consider the Airport Master Plan when reviewing development proposals within the airport overlay zones.

Policy 1-4: Require an avigation easement and/or disclosure notification for new or substantial redevelopment of lots, buildings, structures and activities near the airport. The easement and disclosure should notify that the property is both near an airport and may experience low overhead flights, noise and other aviation impacts.

Policy 1-5: Adhere to guidelines provided in the Airport Master Plan when evaluating land use compatibility issues associated with new development in areas near or influenced by operations at the airport.

Pathways and Bike Routes (Appendix "D")

Goal 4: Promote healthy lifestyles including pathways as a means to enhance connectivity.

Policy 4-1: Strive to develop a system of transportation connectivity that integrates roads, pathways, and waterways to maximize biking, walking, and recreation pursuits.

Policy 4-2: Connect public gathering places, institutions, and employment centers together through pathway systems.

5.2 The request for a Comprehensive Plan Amendment (Map) of a 24.82 acre portion of R35305 from Commercial and Services to Manufacturing and Production, a Rezone consistent with map amendment, and Preliminary Plat for AeroSky Subdivision as conditioned was not found to be inconsistent with any Comprehensive Plan Components.

VI FINDINGS OF FACT - Comprehensive Plan Amendment (Map)

6.1 The Caldwell Planning and Zoning Commission accepts the facts outlined in the staff report, public testimony and the evidence list. All adopted city ordinances, standards and codes were used in evaluating the application.

VII CONCLUSIONS OF LAW – Comprehensive Plan Amendment (Map)

7.1 The Caldwell Planning and Zoning Commission has the authority to hear this case and recommend to the Caldwell City Council that it be approved or denied. The public notice requirements were met, the hearing was legally noticed and posted and the hearing was held and conducted under the requirements of Idaho Code and City ordinances.

VIII RECOMMENDATION - Comprehensive Plan Amendment (Map)

8.1 Based on the Findings of Fact and Conclusions of Law, the Caldwell Planning and Zoning Commission hereby recommends to the Mayor and City Council that Case Number CMP 20 04, a request to amend the 2040 Comprehensive Plan Map from "Commercial and Service" to "Manufacturing and Production" for approximately 24.82 acres of parcel R35307 is **approved/denied** with the following conditions of approval (if approved):

8.2 Development of the subject property shall be consistent with all requirements, codes, rules, and regulations of the City of Caldwell, unless specifically stated otherwise in a rezone development agreement and/or in the Order of Decision for a preliminary plat.

IX COMPREHENSIVE PLAN ANALYSIS – REZONE

The Caldwell Planning and Zoning Commission accepts the Comprehensive Plan Component analysis as listed in Section V of this staff report.

X FINDINGS OF FACT - REZONE

10.1 The Caldwell Planning and Zoning Commission accepts the facts outlined in the staff report, public testimony and the evidence list. All adopted city ordinances, standards and codes were used in evaluating the application.

XI CONCLUSIONS OF LAW - REZONE

11.1 The Caldwell Planning and Zoning Commission has the authority to hear this case and recommend to the Caldwell City Council that it be approved or denied. The public notice requirements were met, the hearing was legally noticed and posted and the hearing was held and conducted under the requirements of Idaho Code and City ordinances.

XII RECOMMENDATION - REZONE

12.1 Based on the Findings of Fact and Conclusions of Law, the Caldwell Planning and Zoning Commission hereby recommends to the Mayor and City Council that Case Number ZON 20 05, a request to rezone parcel R35305, a 35.4 acre parcel, from "C4" (Interchange/Freeway Commercial) to 12.16 acres of "C-3" (Service Commercial) and 24.82 acres of "M1" (Light Industrial) in accordance with Exhibits A6 attached hereto is **approved/denied**:

XIII COMPREHENSIVE PLAN ANALYSIS – PRELIMINARY PLAT

The Caldwell Planning and Zoning Commission accepts the Comprehensive Plan Components analysis as listed Section V of this staff report.

XIV FINDINGS OF FACT – PRELIMINARY PLAT

14.1 The Caldwell Planning and Zoning Commission accepts the facts outlined in the staff report, public testimony and the evidence list. All adopted city ordinances, standards and codes were used in evaluating the application.

XV CONCLUSIONS OF LAW – PRELIMINARY PLAT

15.1 The Caldwell Planning and Zoning Commission has the authority to hear this case and recommend to the Caldwell City Council that it be approved or denied. The public notice requirements were met, the hearing was legally noticed and posted and the hearing was held and conducted under the requirements of Idaho Code and City ordinances.

XVI RECOMMENDATION – PRELIMINARY PLAT

16.1 Based upon the Findings of Fact and Conclusions of Law, the Caldwell Planning and Zoning Commission hereby recommends to the Mayor and City Council that Case Number SUB-20P-05 a request for Preliminary Plat approval of AeroSky Park Subdivision consisting of 6 service commercial lots and 14 light industrial lots on parcel R35305, a 35.44 acre parcel located on the southeast corner of Aviation Way and State Highway 20/26 in Caldwell, Idaho is **approved/denied** with the following conditions of approval (if approved):

16.2 Comply with all applicable city codes, ordinances, policies, and standards.

16.3 The development, design, and construction of the AeroSky Park Subdivision shall be in substantial compliance with the submitted preliminary plat and site plan (See Exhibit A-3) of Case File SUB-20P-05 or as amended to reflect requirements by City Engineering Department. Any substantial deviations, as determined by the Planning & Zoning Director, from said Case File Exhibit, shall require City Council approval, through a public hearing.

16.4 Installation and construction of all items shown on the submitted landscaping plan shall be in substantial compliance with all applicable components of the City of Caldwell Landscape Ordinance at the time of development and is subject to review by the landscape plan design review committee. All required landscaping shall be completed prior to the City Engineer's signature on the final plat.

16.5 §10-07-08 (1) F. The area dedicated for right of way purpose is not credited toward the street landscape buffer width. Road dedication for right of way purpose is in addition to street buffer dedication requirements. All rights of way areas not occupied by streets, curb, gutter, sidewalk or pedestrian amenities shall be completely covered with grass and shall be maintained by the property owner adjacent to said rights of way areas. All rights of way areas shall be maintained in a weed free and dust free manner. (Ord. 3065, 9-19-2016)

16.6 Landscaping: §10-07-08 (11) or as amended: Buffers Along Highway 20/26 And Highway 55:

A. All parcels, in any zone, that have frontage along Highway 20/26 or Highway 55 shall install a thirty foot (30') wide street landscape buffer, that shall contain a detached sidewalk and accompanying sidewalk landscaping, upon development.

B. All landscaping plans for the street landscape buffer area along Highway 20/26 or Highway 55 shall be subject to review and approval by the landscape plan design review committee.

16.7 Install a minimum 20-foot wide street landscape buffer along the entire Aviation Way frontage outside of the public right-of-way. The buffer shall comply with city landscape requirements and shall minimally contain sod grass, one tree for every 35 feet of frontage and 1 shrub for every 7 feet of frontage.

16.8 All entrances into the development shall be landscaped with a 100 foot by 15 foot entrance landscape buffer.

16.9 Comply with §10-02-05 Parking, Loading and Pedestrian Amenity Standards (as amended) including the requirement to comply with the Electric Vehicle (EV) parking spaces and Bicycle parking.

16.10 A note shall be placed on the Final Plat indicating that all right-of-way are to be dedicated to the public.

16.11 Comply with the requirements of all applicable agencies, including but not limited to Black Canyon Irrigation District, Pioneer Irrigation District, Bureau of Reclamation, City of Caldwell Engineering Department, City of Caldwell Fire Department, Idaho Transportation Department, and Canyon Highway District No. 4.

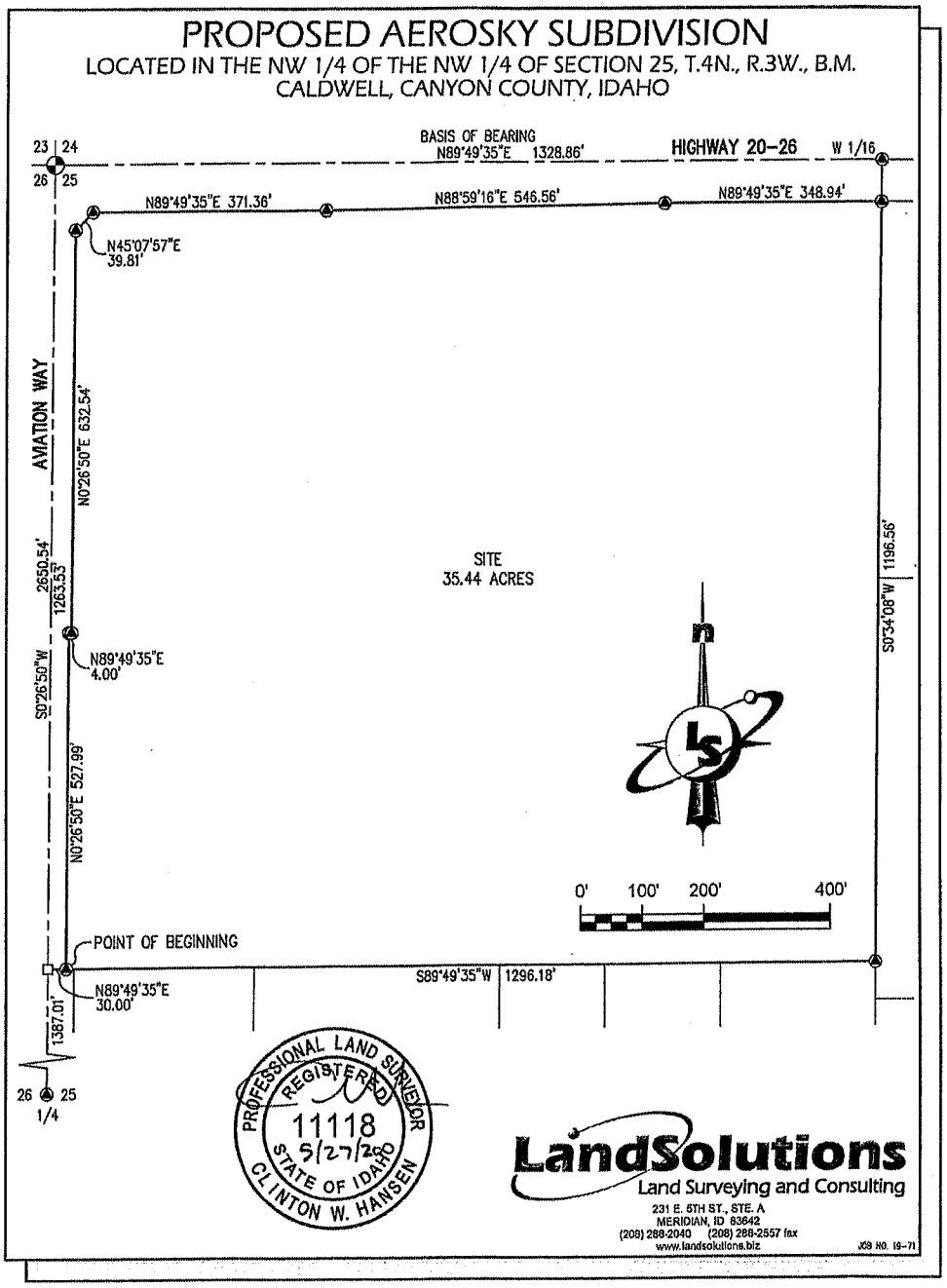
16.12 Comply with the requirements of the City Engineering Department as listed in Case File Exhibit PA-1 (Attached hereto). The City Engineer has the discretion to reduce or eliminate certain requirements stated in Exhibit PA-1 that he finds to not be pertinent to the request.

16.13 All requirements from the Fire Department for access, turnarounds, emergency access, water supply, fire hydrants, etc. shall be met in the development and/or platting of the subject property.

Final approval of the location and number of fire hydrants within the development shall be determined by the Fire Marshal and take place by phase at the time of submittal of applicable construction drawings for each phase.

16.14 The applicant shall post and maintain a "Rules and Regulations" sign at the entryways to the development until it is fully developed. The signs would be intended for subcontractors performing work and should include: 1) no dogs; 2) no loud music; 3) no alcohol or drugs; 4) no abusive language; 5) dispose of personal trash and site debris; 6) clean up any mud and/or dirt that is deposited from the construction parcel onto streets; 7) installation of a temporary construction fence that would keep debris from being blown off site by the wind; 8) no burning of construction or other debris on the Property.

EXHIBIT "A6"
R35305 CONTAINING 35.44 ACRES
COMPREHENSIVE PLAN AND ZONING MAP AREAS

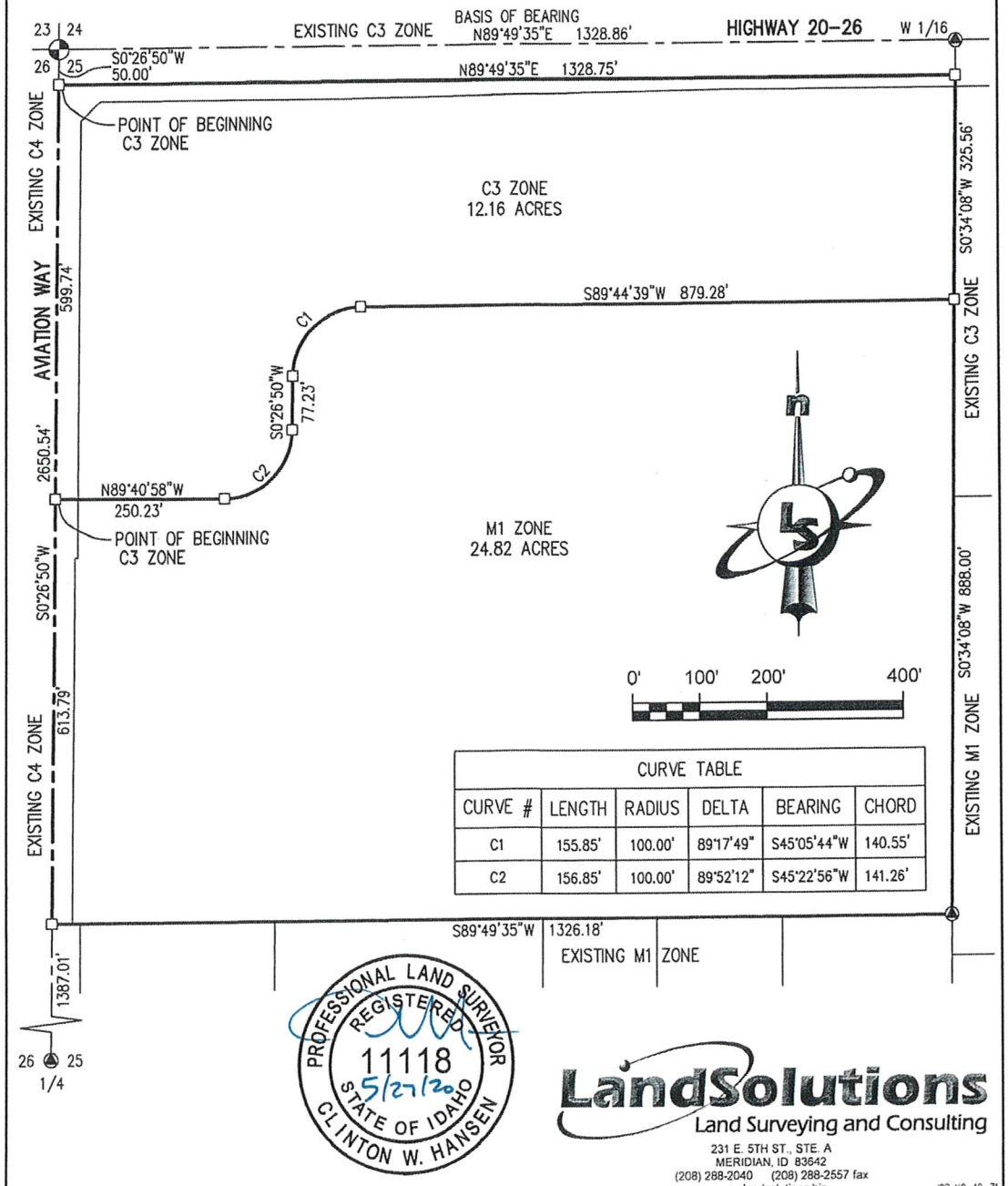


A6

PROPOSED ZONING

AEROSKY SUBDIVISION

LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 25, T.4N., R.3W., B.M.
CALDWELL, CANYON COUNTY, IDAHO



CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	BEARING	CHORD
C1	155.85'	100.00'	89°17'49"	S45°05'44"W	140.55'
C2	156.85'	100.00'	89°52'12"	S45°22'56"W	141.26'

AG

Legal Description – C3 Zone
Aerosky Park Subdivision

A parcel located in the NW ¼ of the NW ¼ of Section 25, Township 4 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and more particularly described as follows:

Commencing at a point marking the northwest corner of said NW ¼ of the NW ¼, from which a 5/8 inch diameter iron pin marking the northeast corner of said NW ¼ of the NW ¼ bears N 89°49'35" E a distance of 1328.86 feet;

Thence S 0°26'50" W along the westerly boundary of said NW ¼ of the NW ¼ a distance of 50.00 feet to a point on the southerly boundary of the existing C3 zoning, and the **POINT OF BEGINNING**;

Thence leaving said westerly boundary N 89°49'35" E along said existing C3 zone southerly boundary a distance of 1328.75 feet to a point on the easterly boundary of said NW ¼ of the NW ¼;

Thence along said easterly boundary S 0°34'08" W a distance of 325.56 feet to a point;

Thence leaving said easterly boundary S 89°44'39" W a distance of 879.28 feet to a point of curvature;

Thence a distance of 155.85 feet along the arc of a 100.00 foot radius curve left, said curve having a central angle of 89°17'49" and a long chord bearing S 45°05'44" W a distance of 140.55 feet to a point of tangency;

Thence S 0°26'50" W a distance of 77.23 feet to a point of curvature;

Thence a distance of 156.85 feet along the arc of a 100.00 foot radius curve right, said curve having a central angle of 89°52'12" and a long chord bearing S 45°22'56" W a distance of 141.26 feet to a point of tangency;

Thence N 89°40'58" W a distance of 250.23 feet to a point on the westerly boundary of said NW ¼ of the NW ¼;

Thence along said westerly boundary N 0°26'50" E a distance of 599.74 feet to the **POINT OF BEGINNING.**

This parcel contains 12.16 acres more or less.

Clinton W. Hansen, PLS
Land Solutions, PC
May 27, 2020

PROFESSIONAL LAND SURVEYOR
REGISTERED
11118
5/27/20
STATE OF IDAHO
CLINTON W. HANSEN

LandSolutions
Land Surveying and Consulting

Aerosky Park – C3 Zone
Job No. 19-71

A6

Legal Description – M1 Zone
Aerosky Park Subdivision

A parcel located in the NW ¼ of the NW ¼ of Section 25, Township 4 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and more particularly described as follows:

Commencing at a point marking the northwest corner of said NW ¼ of the NW ¼, from which a 5/8 inch diameter iron pin marking the northeast corner of said NW ¼ of the NW ¼ bears N 89°49'35" E a distance of 1328.86 feet;

Thence S 0°26'50" W along the westerly boundary of said NW ¼ of the NW ¼ a distance of 649.74 feet to the **POINT OF BEGINNING;**

Thence leaving said westerly boundary S 89°40'58" E a distance of 250.23 feet to a point of curvature;

Thence a distance of 156.85 feet along the arc of a 100.00 foot radius curve left, said curve having a central angle of 89°52'12" and a long chord bearing N 45°22'56" E a distance of 141.26 feet to a point of tangency;

Thence N 0°26'50" E a distance of 77.23 feet to a point of curvature;

Thence a distance of 155.85 feet along the arc of a 100.00 foot radius curve right, said curve having a central angle of 89°17'49" and a long chord bearing N 45°05'44" E a distance of 140.55 feet to a point of tangency;

Thence N 89°44'39" E a distance of 879.28 feet to a point on the easterly boundary of said NW ¼ of the NW ¼;

Thence along said easterly boundary S 0°34'08" W a distance of 888.00 feet to a 5/8 inch diameter iron pin;

Thence leaving said easterly boundary S 89°49'35" W a distance of 1326.18 feet to a point on the westerly boundary of said NW ¼ of the NW ¼;

Thence N 0°26'50" E along said westerly boundary a distance of 613.79 feet to the **POINT OF BEGINNING.**

This parcel contains 24.82 acres more or less.

Clinton W. Hansen, PLS
Land Solutions, PC
May 27, 2020

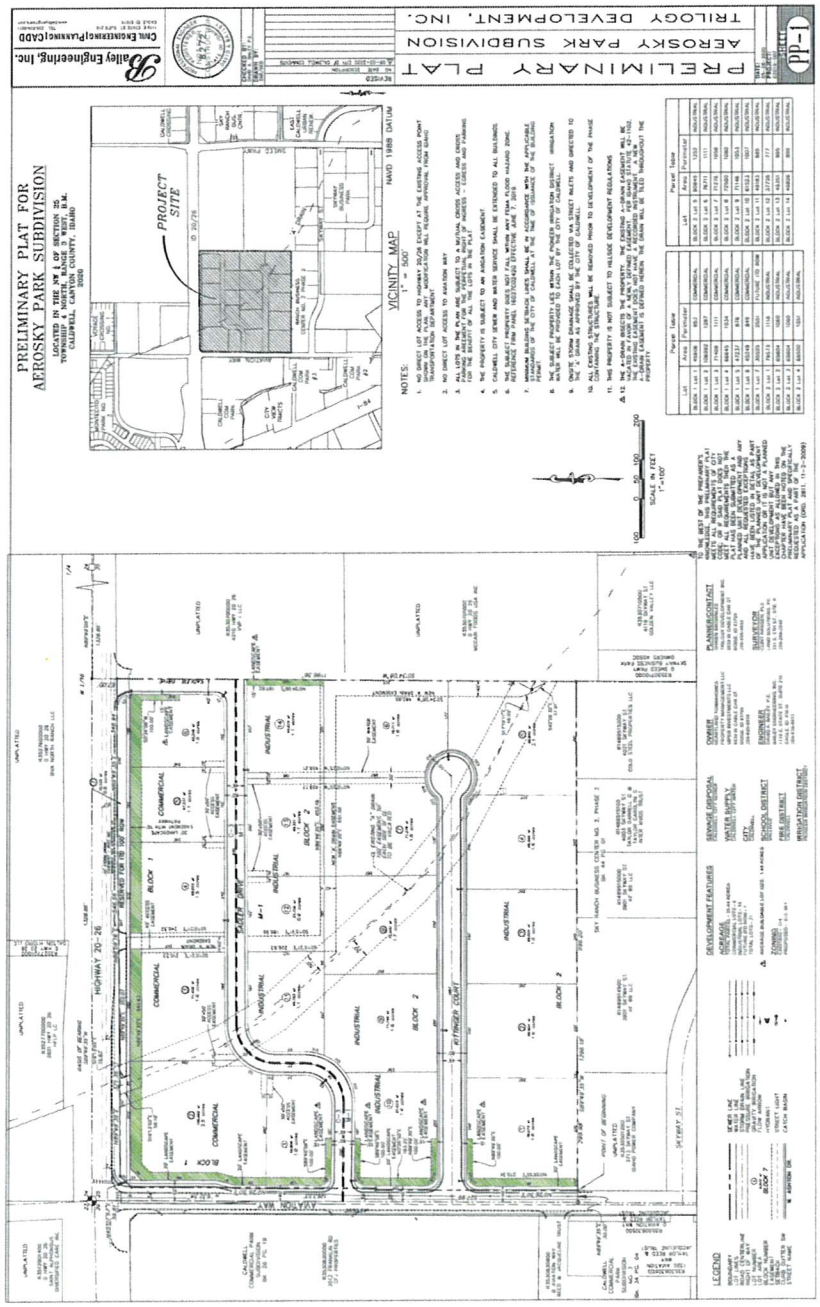
PROFESSIONAL LAND SURVEYOR
REGISTERED
11118
5/27/20
STATE OF IDAHO
CLINTON W. HANSEN

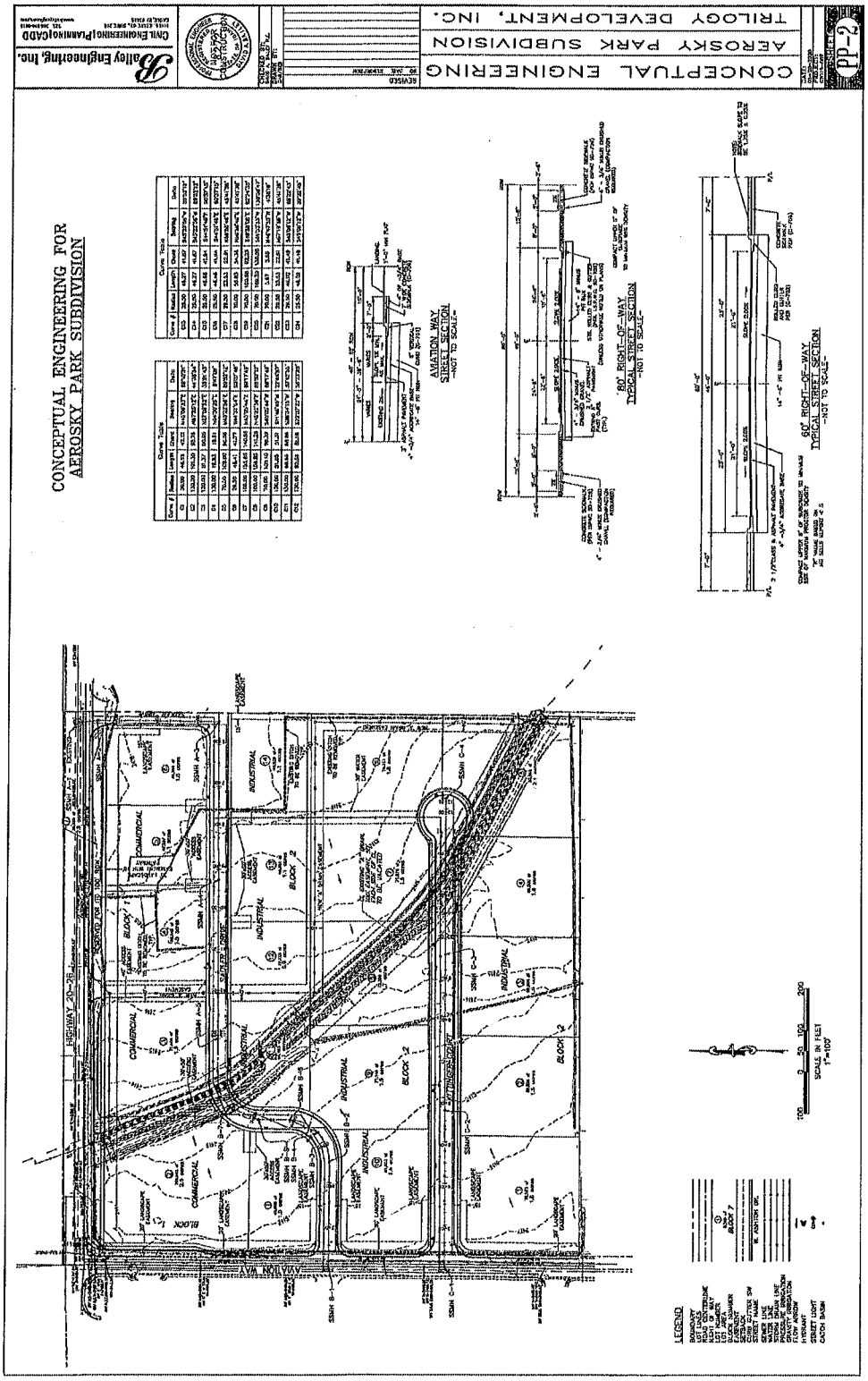
LandSolutions
Land Surveying and Consulting

Aerosky Park – M1 Zone
Job No. 19-71

A6

EXHIBIT "A14"
AEROSKY PARK SUBDIVISION PRELIMINARY PLAT(revised)




CONCEPTUAL ENGINEERING
AEROSKY PARK SUBDIVISION
TRILOGY DEVELOPMENT, INC.
Pp-2
CONCEPTUAL ENGINEERING FOR
AEROSKY PARK SUBDIVISION
AVIATION WAY
STREET SECTION
-NOT TO SCALE-
80' RIGHT-OF-WAY
TYPICAL STREET SECTION
-NOT TO SCALE-
60' RIGHT-OF-WAY
TYPICAL STREET SECTION
-NOT TO SCALE-
HIGHWAY 20-26
AVIATION WAY
COMMERCIAL
INDUSTRIAL
BLOCK 1
BLOCK 2
BLOCK 7
LEGEND
SCALE IN FEET
1"=100'

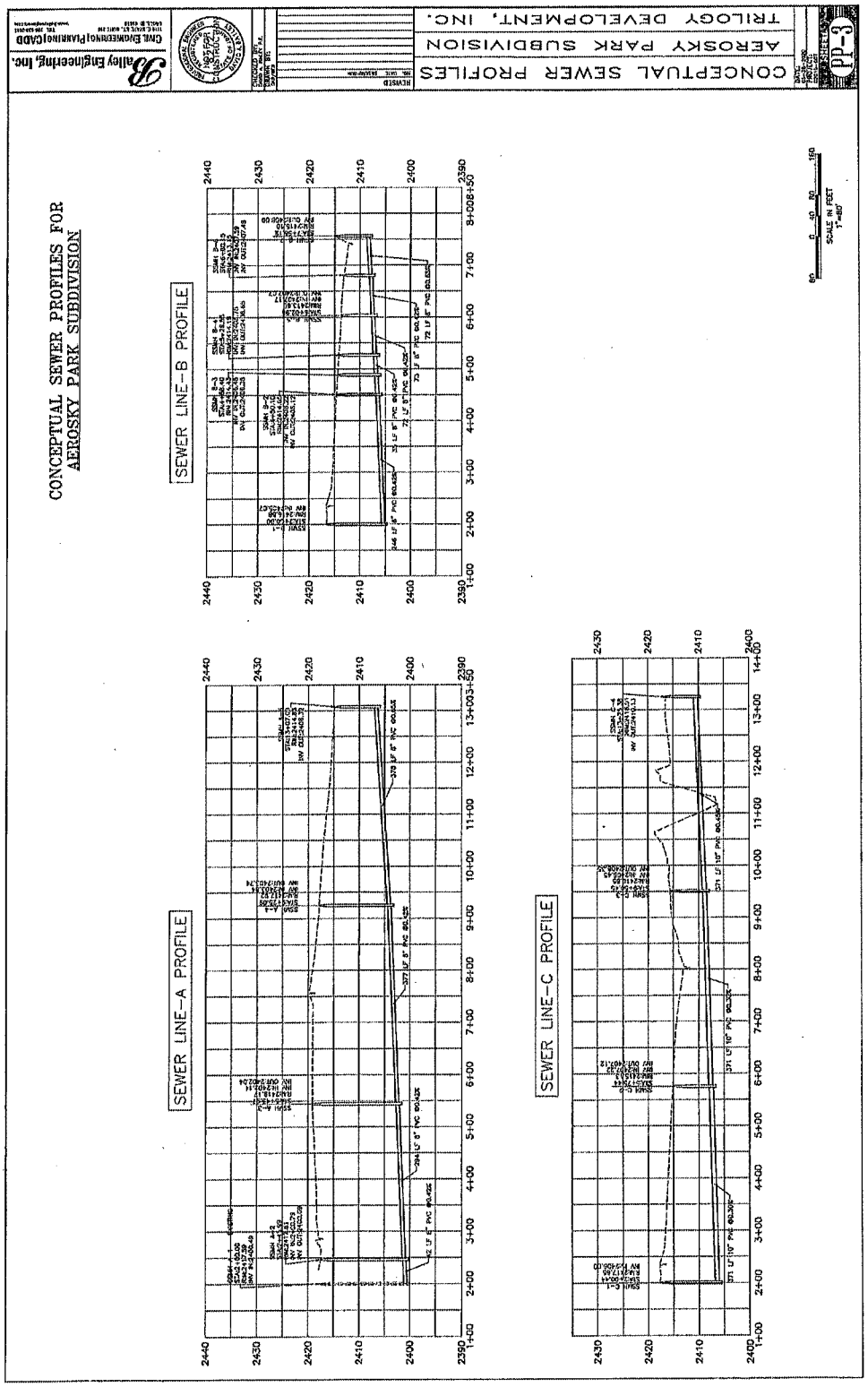
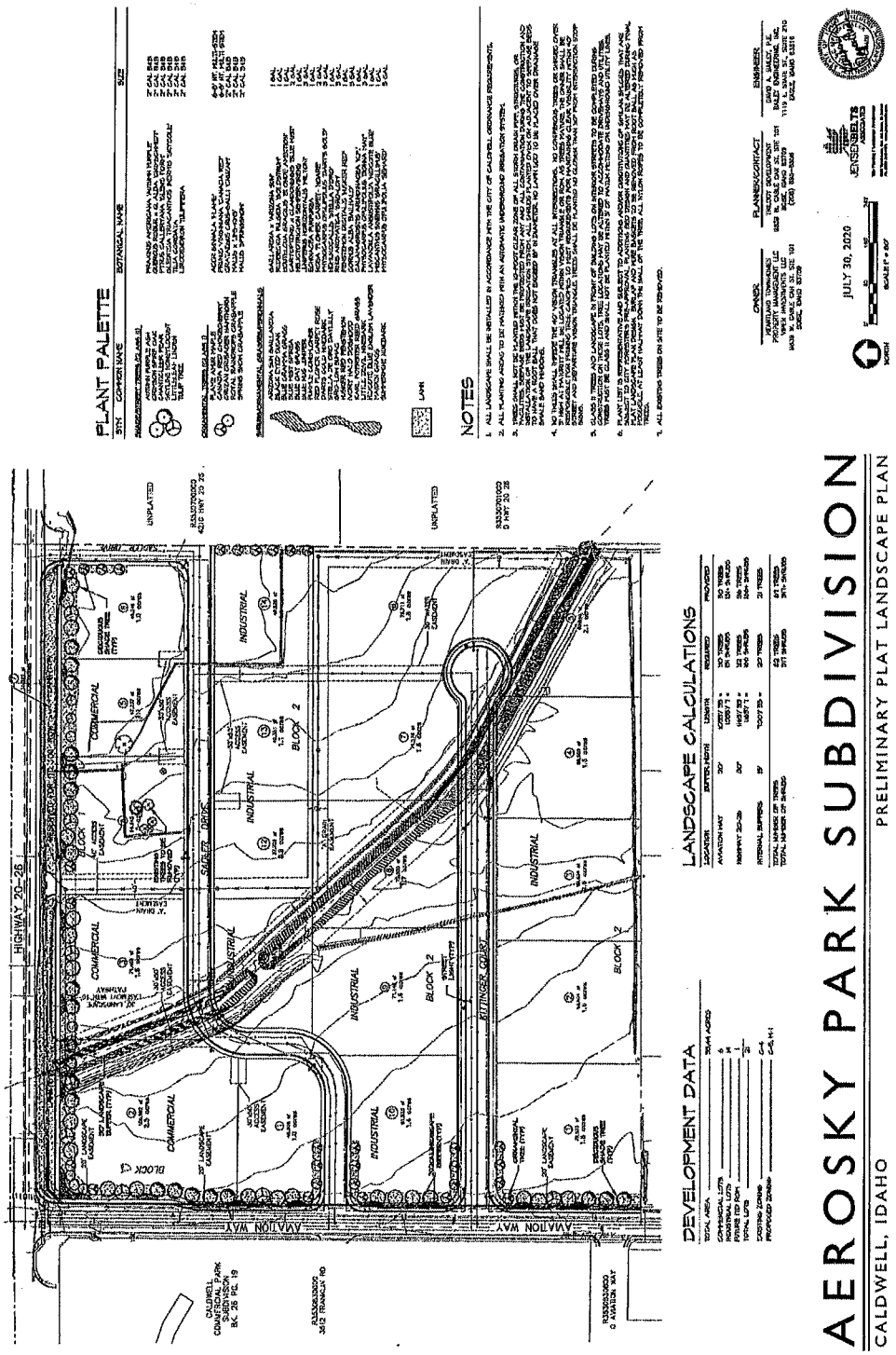
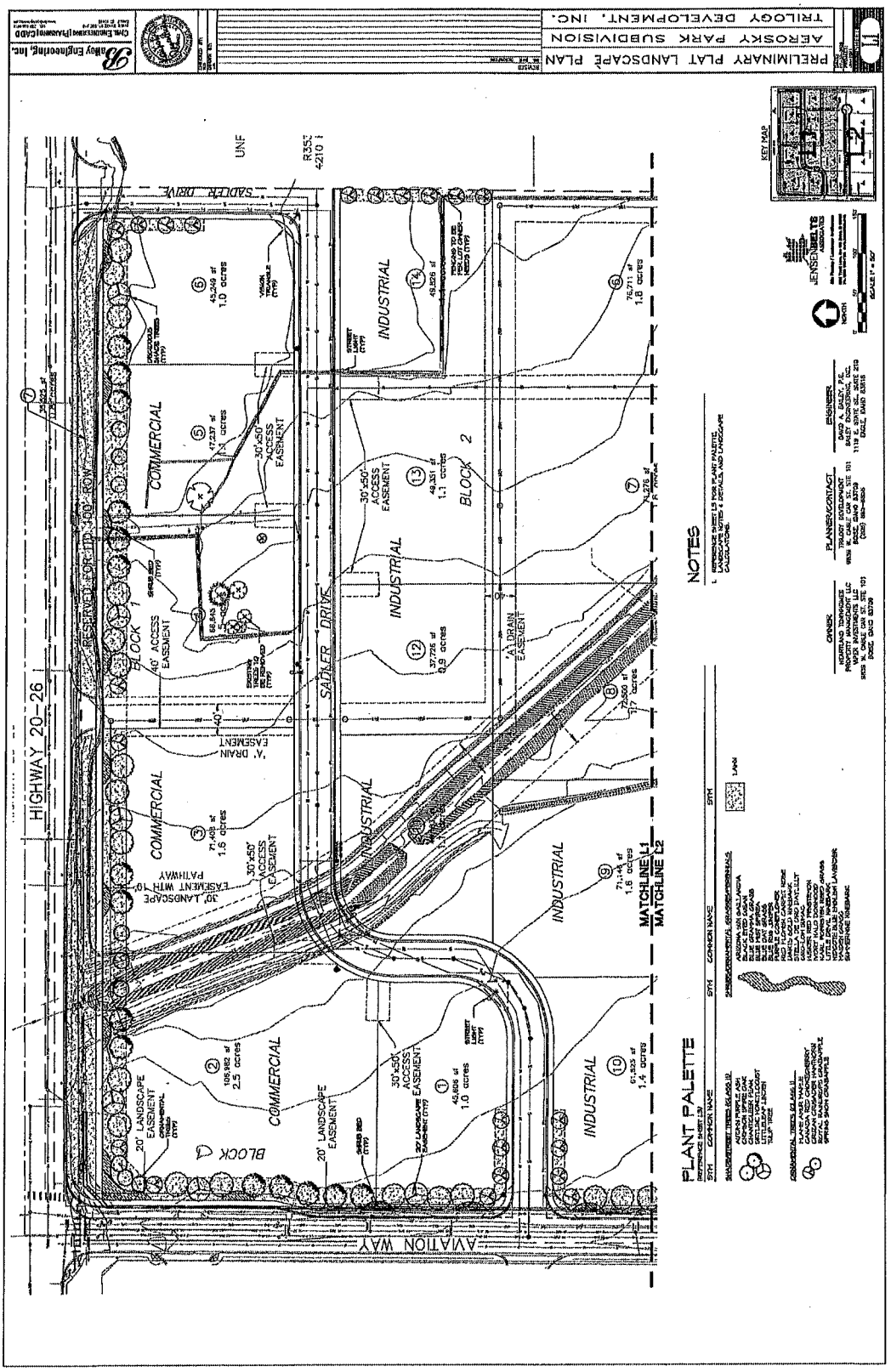
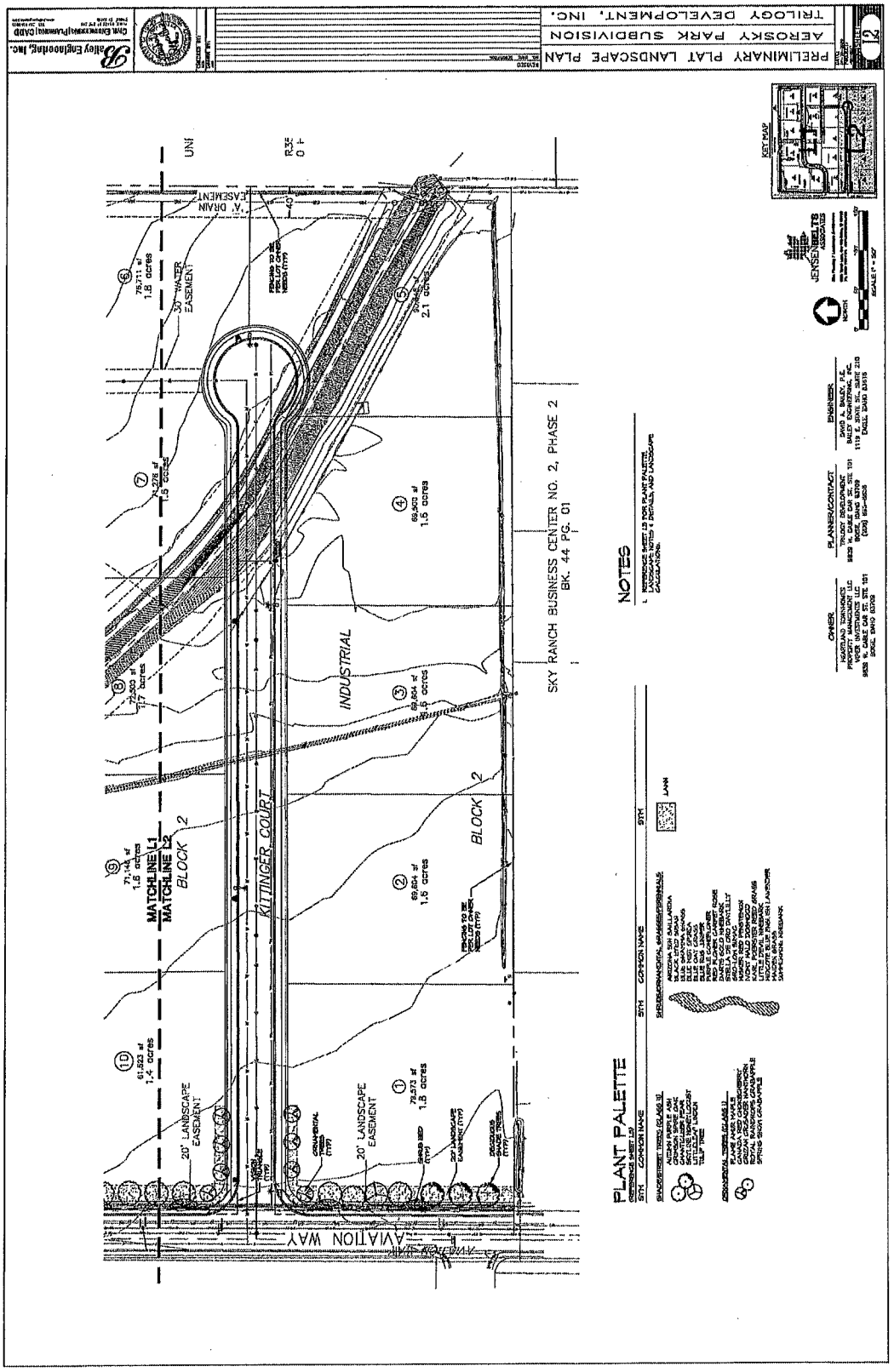
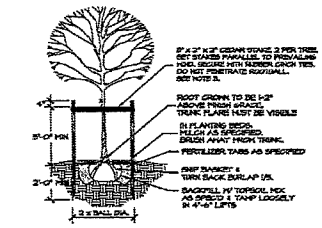

CONCEPTUAL SEWER PROFILES FOR
AEROSKY PARK SUBDIVISION
SEWER LINE-A PROFILE
SEWER LINE-B PROFILE
SEWER LINE-C PROFILE
SCALE IN FEET
1"=40'
CONCEPTUAL SEWER PROFILES
AEROSKY PARK SUBDIVISION
TRILOGY DEVELOPMENT, INC.
Valley Engineering, Inc.
CIVIL ENGINEERING/PLANNING/CADD
PP-3

EXHIBIT "A15"
AEROSKY PARK SUBDIVISION
PRELIMINARY LANDSCAPE PLAN (revised)




PRELIMINARY PLAT LANDSCAPE PLAN
AEROSKY PARK SUBDIVISION
TRILOGY DEVELOPMENT, INC.
HIGHWAY 20-26
AVIATION WAY
SADLER DRIVE
COMMERCIAL
INDUSTRIAL
BLOCK 1
BLOCK 2
BLOCK 4
MATCHLINE L1
MATCHLINE L2
PLANT PALETTE
NOTES
KEY MAP

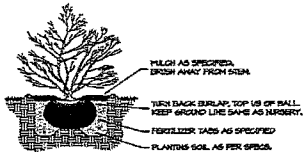

PRELIMINARY PLAT LANDSCAPE PLAN
AEROSKY PARK SUBDIVISION
TRILOGY DEVELOPMENT, INC.
KEY MAP
SCALE: 1" = 50'
NORTH
JENSEN BELTS ASSOCIATES
OWNER
HEARTLAND TOWNHOMES
PROJECT MANAGER: TRILOGY DEVELOPMENT
VIGER INVESTMENTS LLC
9835 GARLAND RD. STE 101
DALLAS, TEXAS 75218
PLANNER/CONTACT
TRILOGY DEVELOPMENT
9835 GARLAND RD. STE 101
DALLAS, TEXAS 75218
(208) 854-4828
ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
1119 E. STATE ST., SUITE 210
EAGLE, IDAHO 83616
NOTES
1. REFERENCE SHEET L3 FOR PLANT PALETTE, PLANTING NOTES & DETAILS AND LANDSCAPE CALCULATIONS.
PLANT PALETTE
REFERENCE SHEET L3
SYM COMMON NAME
SYM COMMON NAME
SYM
SHADE STREET TREES (SLAND 1)
ARIZONA ASH FRAXINUS PENNSYLVANICA
BLACK LOCUST ROBINIA PSEUDOACACIA
BLUE ATLAS CEDAR CEDRUS ATLANTICA
BLUE IVY OFFICA
BLUE SPRUCE PICEA PUNGENS
BLUE SUN JUNIPER
RED BUD CERCIS CANADENSIS
RED FLOWER CARPET ROSE
SERBIAN SPRUCE PICEA OMORIKA
STELLA DE ORO DAYLILY
SWEET GUM LIQUIDAMBAR STYRACIFLUA
MAGNIFICENT PHOTINIA
NORTH POLE TORREYA
LITTLE TRUNK JAPANESE MAPLE
HAZEL GRASS
SAPPORO NISHIKI
ORNAMENTAL TREES (SLAND 1)
BLACK HAWS
CANADA RED CHOKECHERRY
CRABAPPLE PRUNUS SPP.
ROYAL MAGICICLE CRABAPPLE
SPRING SNOW CRABAPPLE
LAWN
SKY RANCH BUSINESS CENTER NO. 2, PHASE 2
BK. 44 PG. 01
INDUSTRIAL
KITTINGER COURT
BLOCK 2
MATCHLINE L1
MATCHLINE L2
30' WATER EASEMENT
20' LANDSCAPE EASEMENT
AVIATION WAY
1.5 acres
1.8 acres
2.1 acres
1.4 acres
1.7 acres
Bailey Engineering, Inc.
Civil Engineering | Planning | CADD



NOTES:
1. REMOVE ALL TWINE, ROPE, OR BINDINGS FROM ALL TRUNKS.
2. REMOVE BURLAP AND WIRE BASKETS FROM THE TOP 1/3 OF ALL ROOT BALLS AFTER PLANTING. IF SYNTHETIC FRAY BURLAP IS USED, IT MUST BE COMPLETELY REMOVED.
3. STAKING OF TREES TO BE THE CONTRACTOR'S OPTION HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND REMAIN STRAIGHT FOR A MIN OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE 1 YEAR WARRANTY PERIOD.
4. TREES PLANTED IN TURF AREAS: REMOVE TURF 3' DIA. FROM TREE TRUNK.

① TREE PLANTING/STAKING

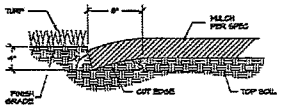
NOT TO SCALE



NOTE: DIG HOLE TWICE THE SIZE OF ROOTBALL.

② SHRUB PLANTING

NOT TO SCALE



③ PLANTER CUT BED EDGE

NOT TO SCALE

LANDSCAPE CALCULATIONS

LOCATION	BUFFER WIDTH	LENGTH	REQUIRED	PROVIDED
AVIATION WAY	20'	1220' / 35 = 1220' / 7 =	30 TREES 174 SHRUBS	30 TREES 174+ SHRUBS
HIGHWAY 20-26	30'	1187' / 35 = 1187' / 7 =	32 TREES 166 SHRUBS	36 TREES 166+ SHRUBS
INTERNAL BUFFERS	15'	1001' / 35 =	29 TREES	31 TREES
TOTAL NUMBER OF TREES			92 TREES	97 TREES
TOTAL NUMBER OF SHRUBS			371 SHRUBS	371+ SHRUBS

DEVELOPMENT DATA

TOTAL AREA	23.44 ACRES
COMMERCIAL LOTS	6
INDUSTRIAL LOTS	14
FUTURE RIO ROW	1
TOTAL LOTS	21
EXISTING ZONING	C-4
PROPOSED ZONING	C-3, M-1

PLANT PALETTE

SYM	COMMON NAME	BOTANICAL NAME	SIZE
SHADE/STREET TREES (G) ANS 1)			
	AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'	2" CAL B&B
	CHINKAPIN SPINE OAK	QUERCUS MUEHLENBERGII x GL ALBA 'SCHOLCHHOFT'	2" CAL B&B
	CHANTICLEER PEAR	PYRUS CALLERYANA 'BLADS FORM'	2" CAL B&B
	SKYLINE HONEYLOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE'	2" CAL B&B
	LITTLELEAF LINDEN	TILIA CORDATA	2" CAL B&B
	TULIP TREE	LIRIODENDRON TULIPIFERA	2" CAL B&B
ORNAMENTAL TREES (G) ANS 1)			
	PLANE AMER MAPLE	ACER GINNALA 'PLANE'	6-8' HT. MULTI-STEM
	CANADA RED CHERRY	PRUNUS VIRGINIANA 'CANADA RED'	6-8' HT. MULTI-STEM
	GREEN GRENADIER HAWTHORN	CRATAEGUS CRUS-GALLI CRUSGAL	2" CAL B&B
	MOYAL MANDRORA CRABAPPLE	MALUS x 'JFS-KIDS'	2" CAL B&B
	SPRING SNOW CRABAPPLE	MALUS 'SPRINGSNOW'	2" CAL B&B
SHRUB/ORNAMENTAL GRASSES/PERENNIALS			
	ARIZONA SUN GAILLARDIA	GAILLARDIA x 'ARIZONA SUN'	1 GAL
	BLACK EYED SUSAN	RUDBECKIA HIRTA 'INDYSTRIP'	1 GAL
	BLUE STAMINA GRASS	BOUTELOUA GRACILIS 'BLONDE AMBITION'	1 GAL
	BLUE MIST SPIREA	CARYOPTERIS x CLANDONENSIS 'BLUE MIST'	3 GAL
	BLUE OAT GRASS	HELICTOTRICHON SEMPERVIRENS	1 GAL
	BLUE ICE JUNIPER	JUNIPERUS HORIZONTALIS 'WILTONI'	3 GAL
	PURPLE CONEFLOWER	ECHINACEA PURPUREA	1 GAL
	RED FLOWER CARPET ROSE	ROSA 'FLOWER CARPET' - NCARE	3 GAL
	SWEET GOLD NINEBARK	PHYSOCARPUS OPULIFOLIUS 'DART'S GOLD'	5 GAL
	STELLA DE ORO DAYLILY	HEMEROCALLIS 'STELLA D'ORO'	1 GAL
	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'	3 GAL
	NANCY RED PENSTEMON	PENSTEMON DIGITALIS 'NANCY RED'	1 GAL
	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'	3 GAL
	FAIRL TODDSIUM MAID GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.F.'	1 GAL
	LITTLE DEVIL NINEBARK	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY'	3 GAL
	HIDCOTE BLUE ENGLISH LAVENDER	LAVANDULA ANGUSTIFOLIA 'HIDCOTE BLUE'	1 GAL
	MADEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'	1 GAL
	SUMMERWINE NINEBARK	PHYSOCARPUS OPULIFOLIUS 'SEWARD'	5 GAL

LAWN

NOTES

1. ALL LANDSCAPE SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF CALDWELL ORDINANCE REQUIREMENTS.
2. ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
3. TREES SHALL NOT BE PLANTED WITHIN THE 10-FOOT CLEAR ZONE OF ALL STORM DRAIN PIPE STRUCTURES, OR FACILITIES. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM. ALL SHRUBS PLANTED OVER OR ADJACENT TO SEEPAGE BEDS TO HAVE A ROOT BALL THAT DOES NOT EXCEED 18" IN DIAMETER. NO LAWN SOD TO BE PLACED OVER DRAINAGE SWALE SAND REMOVES.
4. NO TREES SHALL IMPEDE THE 40' VISION TRIANGLES AT ALL INTERSECTIONS. NO CONFORMING TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN VISION TRIANGLE OR NOR, AS TREES MATURE THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' SIGHT AND DEPARTURE VISION TRIANGLE. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM INTERSECTION STOP BARS.
5. CLASS II TREES AND LANDSCAPE IN FRONT OF BUILDING LOTS OR INTERIOR STREETS TO BE COMPLETED DURING CONSTRUCTION ON THOSE LOTS. TREE LOCATIONS MAY BE ALTERED TO ACCOMMODATE DRIVEWAYS AND UTILITIES. TREES MUST BE CLASS II AND SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UNDERGROUND UTILITY LINES.
6. PLANT LIST IS REPRESENTATIVE AND SUBJECT TO ADDITIONS AND/OR SUBSTITUTIONS OF SIMILAR SPECIES THAT ARE SUBJECT TO CITY FORESTER'S PRE-APPROVAL. PLANTING BED DESIGN AND QUANTITIES MAY BE ALTERED DURING FINAL PLAT LANDSCAPE PLAN DESIGN. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALFWAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.
7. ALL EXISTING TREES ON SITE TO BE REMOVED.

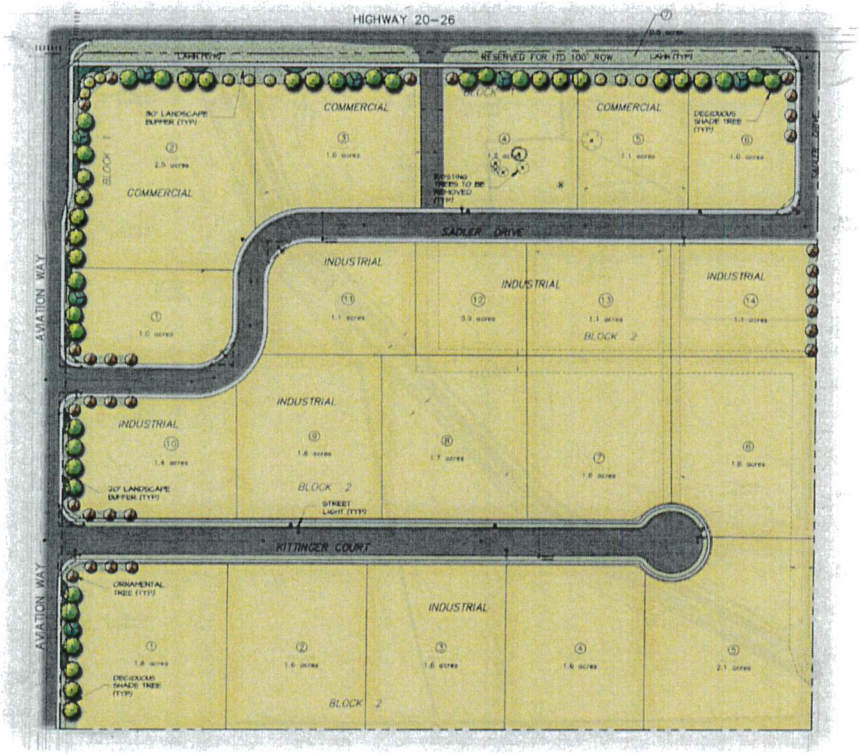
OWNER	PLANNER/CONTACT	ENGINEER
HEARTLAND TOWNHOMES PROPERTY MANAGEMENT LLC VIPER INVESTMENTS LLC 9838 W. EMILE GAR ST. STE 101 BOISE, IDAHO 83709	TRILOGY DEVELOPMENT 9838 W. EMILE GAR ST. STE 101 BOISE, IDAHO 83709 (208) 695-8858	DAVID A. BAILEY, P.E. BAILEY ENGINEERING, INC. 1119 E. STATE ST., SUITE 210 EAGLE, IDAHO 83616

JENSEN BELTS ASSOCIATES

Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CAD/3D

PRELIMINARY PLAT LANDSCAPE PLAN
AEROSKY PARK SUBDIVISION
TRILOGY DEVELOPMENT, INC.

13



PLANT PALETTE

SYM	COMMON NAME	BOTANICAL NAME	SIZE
SHADE/STREET TREES (CLASS II)			
	AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'	2" CAL B&B
	CRIMSON SPIRE OAK	QUERCUS ROBUR x Q. ALBA 'CRIMSCHMIDT'	2" CAL B&B
	CHANTICLEER PEAR	PYRUS CALLERYANA 'GLENN FORK'	2" CAL B&B
	SKYLINE HONEYLOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	2" CAL B&B
	LITTLELEAF LINDEN	TILIA CORDATA	2" CAL B&B
	TULIP TREE	LIRODENDRON TULIPIFERA	2" CAL B&B
ORNAMENTAL TREES (CLASS I)			
	FLAME AMUR MAPLE	ACER GINNALA 'FLAME'	6-8' HT. MULTI-STEM
	CANADA RED CHOKECHERRY	PRUNUS VIRGINIANA 'CANADA RED'	6-8' HT. MULTI-STEM
	CRUZAN CRABAPPLE	CRATAEGUS CRUS-GALLI 'CRUZAN'	2" CAL B&B
	ROYAL RAINDROPS CRABAPPLE	MALUS x 'JFS-KIRS'	2" CAL B&B
	SPRING SNOW CRABAPPLE	MALUS 'SPRINGSNOW'	2" CAL B&B
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS			
	ARIZONA SUN GAILLARDIA	GAILLARDIA x 'ARIZONA SUN'	1 GAL
	BLACK EYED SUSAN	RUDBECKIA FULGIDA 'GOLDSTRUM'	1 GAL
	BLUE GRAMMA GRASS	BOUTELOUA GRACILIS 'BLONDE AMBITION'	1 GAL
	BLUE MIST SPIREA	CARYOPTERIS x CLANDONENSIS 'BLUE MIST'	2 GAL
	BLUE OAT GRASS	HELICTOTRICHON SEMPERVIRENS	1 GAL
	BLUE RUG JUNIPER	JUNIPERUS HORIZONTALIS 'WILTONI'	3 GAL
	PURPLE CONEFLOWER	ECHINACEA PURPUREA	1 GAL
	RED FLOWER CARPET ROSE	ROSA 'FLOWER CARPET- NOARE'	2 GAL
	DWARF GOLD NINEBARK	PHYSOCARPUS OPULIFOLIUS 'DWARF'S GOLD'	3 GAL
	STELLA DE ORO DAYLILLY	HEMEROCALLIS 'STELLA D'ORO'	1 GAL
	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'	3 GAL
	HUSKER RED PENSTEMON	PENSTEMON DIGITALIS 'HUSKER RED'	1 GAL
	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'	5 GAL
	KARL FOERSTER REED GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.'	1 GAL
	LITTLE DEVIL NINEBARK	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY'	3 GAL
	HIDCOTE BLUE ENGLISH LAVENDER	LAVANDULA ANGUSTIFOLIA 'HIDCOTE BLUE'	1 GAL
	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'	1 GAL
	SUMMERWINE NINEBARK	PHYSOCARPUS OPULIFOLIA 'SEWARD'	5 GAL
	LAWN		

NOTES

1. ALL LANDSCAPE SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF CALDWELL ORDINANCE REQUIREMENTS.
2. ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
3. TREES SHALL NOT BE PLANTED WITHIN THE 10-FOOT CLEAR ZONE OF ALL STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM. ALL SHRUBS PLANTED OVER OR ADJACENT TO SEEPAGE BEDS TO HAVE A ROOT BALL THAT DOES NOT EXCEED 18" IN DIAMETER. NO LAWN SOD TO BE PLACED OVER DRAINAGE SWALE SAND WINDOWS.
4. NO TREES SHALL IMPEDE THE 40' VISION TRIANGLES AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN VISION TRIANGLE OR ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET AND DEPARTURE VISION TRIANGLE. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM INTERSECTION STOP SIGNS.
5. CLASS II TREES AND LANDSCAPE IN FRONT OF BUILDING LOTS ON INTERIOR STREETS TO BE COMPLETED DURING CONSTRUCTION ON THESE LOTS. TREE LOCATIONS MAY BE ALTERED TO ACCOMMODATE DRIVEWAYS AND UTILITIES. TREES MUST BE CLASS II AND SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UNDERGROUND UTILITY LINES.
6. PLANT LIST IS REPRESENTATIVE AND SUBJECT TO ADDITIONS AND/OR SUBSTITUTIONS OF SIMILAR SPECIES THAT ARE SUBJECT TO CITY FORRESTER'S PRE-APPROVAL. PLANTING BED DESIGN AND QUANTITIES MAY BE ALTERED DURING FINAL PLAT LANDSCAPE PLAN DESIGN. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALFWAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.
7. ALL EXISTING TREES ON SITE TO BE REMOVED.

DEVELOPMENT DATA

TOTAL AREA	35.44 ACRES
COMMERCIAL LOTS	6
INDUSTRIAL LOTS	14
FUTURE ITD ROW	1
TOTAL LOTS	21
EXISTING ZONING	C-4
PROPOSED ZONING	C-3, M-1

LANDSCAPE CALCULATIONS

LOCATION	BUFFER WIDTH	LENGTH	REQUIRED	PROVIDED
AVIATION WAY	20'	1055/ 35 = 1055/ 7 =	30 TREES (3) SHRUBS	30 TREES 15+ SHRUBS
HIGHWAY 20-26	50'	1665/ 35 = 1665/ 7 =	52 TREES 166 SHRUBS	76 TREES 166+ SHRUBS
INTERNAL BUFFERS	15'	1007/ 75 =	20 TREES	21 TREES
TOTAL NUMBER OF TREES			82 TREES	87 TREES
TOTAL NUMBER OF SHRUBS			317 SHRUBS	317+ SHRUBS

OWNER	PLANNER/CONTACT	ENGINEER
HEARTLAND TOWNHOMES PROPERTY MANAGEMENT LLC VIPER INVESTMENTS LLC 9839 W. CABLE CAR ST. STE 101 BOISE, IDAHO 83709	TRILOGY DEVELOPMENT 9839 W. CABLE CAR ST. STE 101 BOISE, IDAHO 83709 (208) 895-8858	DAVID A. BAILEY, P.E. BAILEY ENGINEERING, INC. 1119 E. STATE ST., SUITE 210 EAGLE, IDAHO 83616

AEROSKY PARK SUBDIVISION

CALDWELL, IDAHO

PRELIMINARY PLAT LANDSCAPE PLAN

JULY 30, 2020

NORTH

0 80 160 240'

SCALE 1" = 80'

JENSENBELTS ASSOCIATES

EXHIBIT "A2"
APPLICANT LETTER OF INTENT

Gem State Planning, LLC

June 1, 2020

Mr. Jerome Mapp, Director
City of Caldwell Planning and Zoning
621 Cleveland Boulevard
Caldwell, Idaho 83605

Subject: AeroSky Park – 3912 Hwy 20/26
Applications for Comprehensive Plan Map Amendment, Rezone and Preliminary Plat

Dear Mr. Mapp:

On behalf of the property owners and the developer, Trilogy Development, Inc., please accept the attached applications and support materials for AeroSky Park, a commercial/industrial development at the southeast corner of Hwy 20/26 and Aviation Way. This 35.4 acre property, within the city limits of Caldwell, is zoned C-4 – Freeway Commercial, and is currently used for agriculture. With a location close to I-84 and just north of Sky Ranch Business Park, the AeroSky Park property has long been considered for both commercial and industrial uses, but has been overlooked due to the open A-Drain ditch that traverses the property from the southeast corner of the site to the northwest corner.

The current owners plan to enclose the A-Drain in a pipe, allowing the property to be developed to serve the Caldwell business community and the local area. In April, the Urban Renewal Agency of Caldwell passed resolution no. 2020-15 to participate in funding of the A-Drain improvement. The resolution also recognizes the desire to develop the property in the same manner as Sky Ranch. A copy of the resolution in include with our application.

Comprehensive Plan Amendment and Rezone Requests

The recently approved Comprehensive Plan Future Land Use Map designates the property as Commercial and Service. We are requesting a rezone of the property along Hwy 20/26 from the C-4 zone which is focused on travel related services to the C-3 – Service Commercial zone, which is more intense than the neighborhood commercial or community commercial designations, and provides commercial services that are regional in nature.

We are also requesting to rezone a portion of the property to M-1 or Light Industrial. That portion of the property is not adjacent to the Highway but is contiguous to the Sky Ranch Business Park which is also zoned M-1. In addition, the land to the east of AeroSky Park has recently been purchased by McCain Foods USA Inc. for a new food processing facility.

By revising the Comprehensive Plan Map and rezoning the property, Trilogy can provide commercial and light industrial businesses with shovel-ready property in a location that is convenient and compatible to surrounding properties.

9840 W. Overland Road, Suite 120, Boise, Idaho 83709

A2

AeroSky Park will be a great asset to Caldwell and will provide opportunity for businesses and employment. Our development team looks forward to working with you and your staff through the approval process. Please contact me if you have questions about the project or applications.

Sincerely,

Jane Suggs

Jane Suggs

cc: Shawn Brownlee, Trilogy Development

9840 W. Overland Road, Suite 120, Boise, Idaho 83709

A2

CITY OF
Caldwell, Idaho

Planning & Zoning

LANDSCAPE PLAN

Project Name: AeroSky Park	File #: SUB-20P-05
Project Address: 3912 Hwy 20/26	

Applicant (√)	Description	Staff (√)
✓	Detailed plan at a scale no smaller than 1" to 50' submitted in 8 ½ x 11 paper format AND in electronic format (PDF)	
	Landscape Plan must include a table with the following information:	
✓	Names of all streets upon which the property has frontage, including amount of linear feet of frontage	
✓	# of trees provided in each street landscape buffer	
✓	# of shrubs provided in each street landscape buffer	
✓	Width of each street landscape buffer	
N/A	Total # of parking spaces provided (regular, ADA, and bicycle)	
✓	Types of vegetation and/or rock ground cover	
✓	Note indicating whether or not the landscape plan complies with City Code Chapter 10-07 (Caldwell Landscaping Ordinance). If plan does not comply, state which areas & the reason for the variation.	

Landscape plans shall be prepared by a landscape architect, a landscape designer, or a qualified nursery person. Landscape plans shall be stamped by a licensed landscape architect.

STAFF USE ONLY:

Date Application Received: 6/4/20

Received by: LC

Date Approved: _____

Approved by: _____

A8

RESOLUTION NO. 2020-15

WHEREAS Trilogy Development has requested a partnership to pipe the A-Drain between Skyway Drive and US Highway 20/26; and,

WHEREAS piping the A-Drain in this location would open property up for development in the nearly consumed Sky Ranch Industrial area;

BE IT HEREBY RESOLVED by the Urban Renewal Board of the Urban Renewal Agency of the City of Caldwell, Idaho to participate in the piping of the A-Drain between Skyway Drive and US 20/26 by reimbursing the documented costs of materials for piping the A-Drain up to a maximum of $150,000 including pipe, pipe bedding, boxes, manholes, etc..

FURTHER directing City Staff to ensure the design and installation will allow the A-Drain to function as needed and intended.

PASSED BY THE BOARD of the Urban Renewal Agency of the City of Caldwell, Idaho this 13th day of April, 2020.

APPROVED BY THE CHAIRMAN of the Urban Renewal Agency of the City of Caldwell, Idaho this 13th day of April, 2020.

Approved

By _____

Chairman

ATTEST:

By _____

City Clerk/Secretary

URBAN RENEWAL AGENCY OF THE CITY OF CALDWELL, IDAHO ★ CORPORATE SEAL

A13

MEMORANDUM

TO: The Urban Renewal Agency of the City of Caldwell
Meeting Date February 10 , 2020

AGENDA ITEM INFORMATION				
SUBJECT: Approve a Resolution Authorizing reimbursement of Materials up to a maximum reimbursement of $150,000 for piping of the A Drain between Skyway Drive and US 20/26.		***Department Submittals***	***X to mark***	***Initials***
		Finance	X	
		CDBG		
		Clerk		
		City Attorney		
		Human Resources		
		Planning & Zoning		
		Fire Department		
		Police Department		
		Public Works	X	
		Street Department		
		Water Department		
		WWTP		
		Engineering		
		Mapping		
COST IMPACT:	$150,000	Parks and Recreation		
FUNDING SOURCE:	URA Budget	Airport		
		Information Systems		
TIMELINE:		Golf Course		
		OTHER Urban Renewal Agency		

SUMMARY STATEMENT:

Trilogy Development has requested a partnership in piping the A-Drain through important development property in the Sky Ranch Area (at the Southeast corner of Aviation and US 20/26). They are seeking assistance in some similarity to the assistance provided to other developments (Fresca).

The Urban Renewal Agency participated in piping and realigning the A-Drain relative to the Fresca project by paying for the cost of Materials. The Fresca team installed the materials.

The Economic Development Team has reviewed Trilogy's request and proposes that Urban Renewal reimburse the material costs for the project up to a not to exceed amount of $150,000.

The Economic Development Team has reviewed the attached quotation and recommend that the resolution be approved.

RECOMMENDED ACTION: Approve the attached resolution.

A13

CITY OF Caldwell, Idaho

GARRET NANCOLAS
Mayor

208.455.3011
(f) 208.455.3003

City Hall
411 Blaine Street
Caldwell, Idaho 83605

Post Office Box
P.O. Box 1179
Caldwell, Idaho 83606

For a list of the City Council members, visit:
Website
www.cityofcaldwell.com

April 1, 2020

Dear John:

Thank you for your letter of February 21, 2020 regarding the A-Drain and your property on US 20/26 in Caldwell.

Considering known projects and estimated revenues to the Urban Renewal Agency, the Economic Development Team is recommending that the cost of materials be reimbursed up to but not exceed $150,000 for the relocation and piping of the A-drain. If we receive a favorable response from the Urban Renewal Board, we would anticipate reimbursement of material costs from Urban Renewal to Trilogy for materials included in the drain relocation and piping project.

Thank you for your partnership.

Sincerely,

Garret L. Nancolas
Mayor
City of Caldwell, Idaho

RECEIVED BY
CALDWELL CITY CLERK

FEB 25 2020

TRILOGY
DEVELOPMENT

February 21, 2020

Mayor Garret L. Nancolas
City of Caldwell
411 Blaine Street
Caldwell, Idaho 83606

Subject: Request for Financial Assistance for an Urban Renewal Project.
A-Drain relocation at 3912 Hwy 20/26

Dear Mayor, Nancolas:

Please accept this letter as our request for financial assistance from the Caldwell Urban Renewal Agency for the relocation and enclosure of the A-Drain at the subject address. The property is located the Caldwell Urban Renewal District at the corner of Hwy 20/26 and Aviation Way. The A-Drain is a significant part of the irrigation infrastructure in Caldwell and the proposed relocation and piping of the drain meets the purpose of the agency to "improve specific areas of the city that are poorly developed or undeveloped, including..... infrastructure".

The improvement to the A Drain meets the goals and benefits of the Caldwell Urban Renewal Agency, including:

- The A-Drain is important public infrastructure that is located on an undeveloped property that is ripe for revitalization.
- Enclosing the A-Drain in a pipe will improve public infrastructure.
- The relocation of the A-Drain will encourage private development of the subject property by allowing it to be subdivided and assembled in a way to provide for "modern, integrated development".
- The improvement of the A-Drain will "strengthen the economic base" by allowing the site to be improved and developed with commercial and industrial buildings and uses.
- The resultant development of the property will "strengthen the tax base though encouraging private development".

We've included a copy of the engineering plans showing the piped relocation of the A-Drain. The plans also show the proposed subdivision of the property for commercial and industrial development. We are already working with City of Caldwell Engineering staff to ensure the design meets Caldwell design and construction standards.

A13

We look forward to working with the Caldwell Urban Renewal Agency and the City of Caldwell staff on this important infrastructure investment. Please do not hesitate to contact me if you have questions or would like to discuss further.

Sincerely,

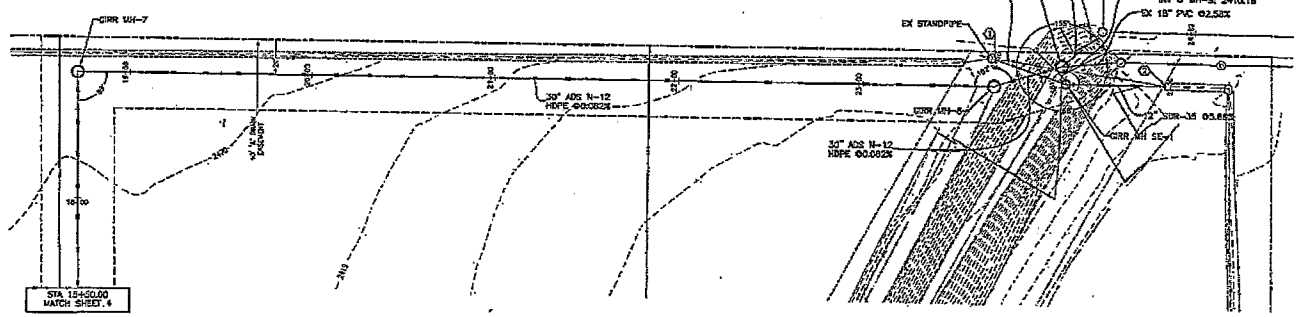
John A. Laude, Sr.
Heartland Townhomes Property Management, LCC
Trilogy Development, Inc.

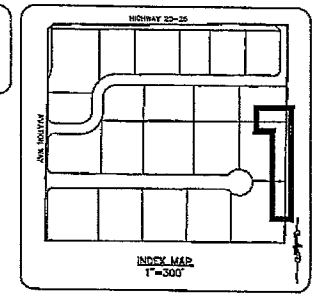
cc: Steve Fultz, Caldwell Economic Development Director
Shawn Brownlee, Trilogy Development, Inc.
Robb MacDonald, Caldwell City Engineer

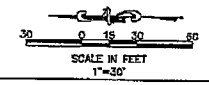
A13

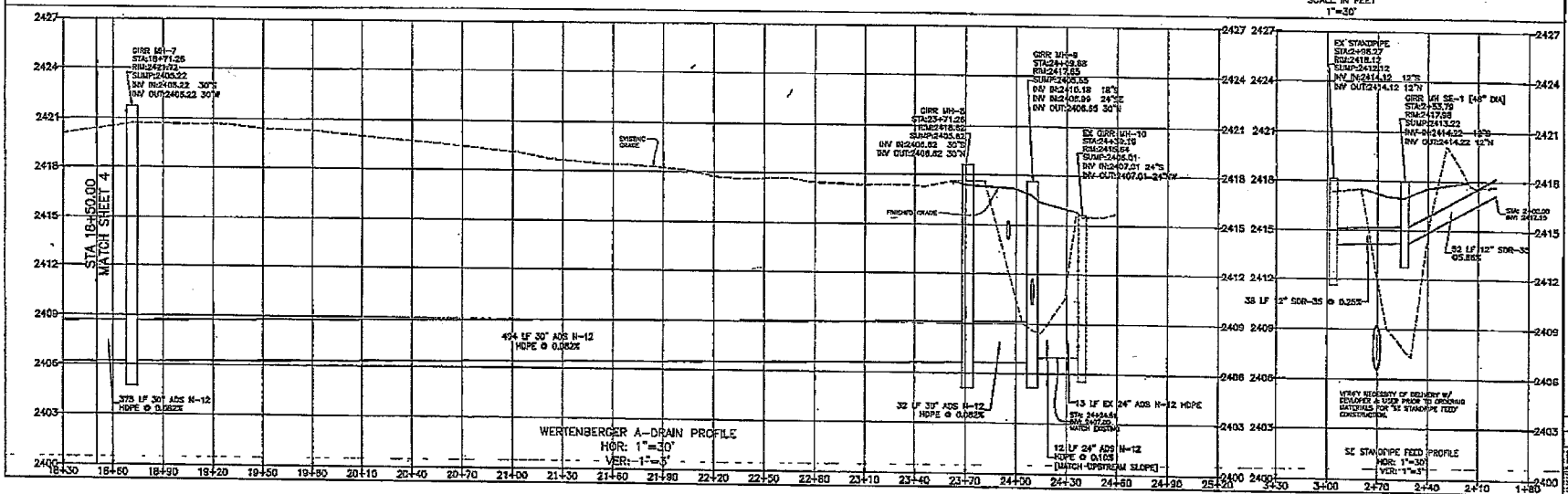
KEYNOTES

1. GROUT EX. INLET TO FORM WATER-TIGHT SEAL. CUT IN NEW INLET PER PLAN. PROTECT EX. PUMP DURING CONSTRUCTION.
2. GROUT NEW INLET TO CONC. DITCH PER PLAN. GROUT TO FORM WATER-TIGHT SEAL.









Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD
TEL. 303-833-0101
5140 S. VOTH ROAD, SUITE 215
TUCSON, AZ 85706
www.baileyengineering.com

PROFESSIONAL ENGINEER REGISTERED
NOT FOR CONSTRUCTION
STATE OF ARIZONA
DAVID A. BAILEY

CHECKED BY: DAVID A. BAILEY P.E.
DRAWN BY: RSC

REVISED		
NO.	DATE	DESCRIPTION

GRAVITY IRRIGATION PLAN & PROFILE

WERTENBERGER SUBDIVISION - 'A' DRAIN TILING

TRILOGY DEVELOPMENT

DATE: 2-18-2009
PROJECT: 0201-007

SHEET 5

DEVELOPMENT PLANS FOR WERTENBERGER SUBDIVISION

'A' DRAIN TILING

LOCATED IN THE NW ¼ OF SECTION 25
TOWNSHIP 4 NORTH, RANGE 3 WEST, B.M.
CALDWELL, CANYON COUNTY, IDAHO
2020

GENERAL

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2015 EDITION OF IDAHO STANDARDS FOR THE PUBLIC WORKS CONSTRUCTION (I.S.P.W.C.), THE AMERICANS WITH DISABILITIES ACT, THE CITY OF CALDWELL SUPPLEMENTAL SPECIFICATIONS AND STANDARDS, DATED NOVEMBER 2015 (TO BE DISCUSSED AT PRE-CONSTRUCTION MEETING), HIGHWAY STANDARDS AND DEVELOPMENT PROCEDURES FOR THE CITY OF CALDWELL AND THE FEBRUARY 2018 PIONEER IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS. CONTRACTOR(S) SHALL HAVE A CURRENT PUBLIC WORKS LICENSE. WHERE A DISCREPANCY EXISTS BETWEEN THE I.S.P.W.C. AND THE CITY OF CALDWELL SUPPLEMENTAL SPECIFICATIONS AND STANDARDS, THE MORE STRINGENT OF THE TWO GUIDELINES SHALL BE USED FOR CONSTRUCTION BY THE CONTRACTOR.
2. CONTRACTOR(S) SHALL RETAIN AND PROTECT ALL EXISTING FEATURES, BOTH ABOVE AND BELOW GROUND, UNLESS OTHERWISE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. A PRE-CONSTRUCTION CONFERENCE WILL BE HELD A MINIMUM OF THREE (3) WORKING DAYS PRIOR TO START OF WORK. ALL CONTRACTORS, SUBCONTRACTORS AND/OR UTILITY CONTRACTORS SHOULD BE PRESENT. ALL CONTRACTORS WORKING WITHIN THE PROJECT BOUNDARIES ARE RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE SAFETY LAWS OF ANY JURISDICTIONAL BODY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL BARRICADES, SAFETY DEVICES AND CONTROL OF TRAFFIC WITHIN AND AROUND THE CONSTRUCTION AREA.
4. ALL LOT DIMENSIONS, EASEMENTS AND CONTAIN OFF-SITE EASEMENTS ARE TO BE TAKEN FROM THE PLAT OF WERTENBERGER SUBDIVISION OR SURVEY DOCUMENTS PROVIDED BY THE OWNER.
5. SURVEYOR WILL PROVIDE CONSTRUCTION STAKING AS DIRECTED BY OWNER.
6. ALL CONSTRUCTION STAKES MUST BE REQUESTED A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO PLANNED USE.
7. THE CONTRACTOR(S) SHALL CLEAR AND GRUB PROPOSED STREETS WHICH SHALL CONSIST OF CLEARING THE GROUND SURFACE OF ALL MATERIAL NOT SUITABLE FOR THE FUTURE USE ON SITE. SAID MATERIAL SHALL BE DISPOSED OF OFF SITE AT THE CONTRACTOR'S EXPENSE.
8. CERTAIN CONTROL POINTS WILL BE SET BY THE ENGINEER, OR ITS REPRESENTATIVE, WHICH ARE CRITICAL TO THE CONSTRUCTION STAKING OF THE PROJECT. THESE POINTS WILL BE DESIGNATED AT THE TIME THEY ARE SET AND THE CONTRACTOR SO NOTIFIED. DESTRUCTION OF THESE POINTS BY THE CONTRACTOR OR HIS SUBCONTRACTORS SHALL BE GROUNDS FOR CHARGING THE CONTRACTOR THE COST OF RE-ESTABLISHING SAID POINTS.
9. THE CONTRACTOR(S) SHALL MAINTAIN ALL EXISTING DRAINAGE FACILITIES WITHIN THE CONSTRUCTION AREA UNTIL THE DRAINAGE IMPROVEMENTS ARE IN PLACE AND FUNCTIONING.
10. ALL CONTRACTORS WORKING WITHIN THE PROJECT BOUNDARIES ARE RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE SAFETY LAWS OF ANY JURISDICTIONAL BODY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL BARRICADES, SAFETY DEVICES AND CONTROL OF TRAFFIC WITHIN AND AROUND THE CONSTRUCTION AREA.
11. EXISTING ASPHALT CONCRETE PAVEMENT SHALL BE CUT TO A NEAT, STRAIGHT LINE PARALLEL OR PERPENDICULAR TO THE STREET CENTERLINE AND THE EXPOSED EDGE SHALL BE TACKED WITH EMULSION PRIOR TO PAVING.
12. ALL MATERIALS FURNISHED ON OR FOR THE PROJECT MUST MEET THE MINIMUM REQUIREMENTS OF THE APPROVING AGENCIES OR AS SET FORTH HEREIN, WHICHEVER IS MORE RESTRICTIVE.
13. CONTRACTORS MUST FURNISH PROOF THAT ALL MATERIALS INSTALLED ON THIS PROJECT MEET THE ABOVE REQUIREMENTS AT THE REQUEST OF THE AGENCY AND/OR ENGINEER.
14. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH OCCUR BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CONTACT DIG-LINE AT 1-800-342-1585.
15. ALL COSTS OF RETESTING FOR PREVIOUSLY FAILED TESTS SHALL BE BACK CHARGED TO THE CONTRACTOR BY THE OWNER.
16. ALL COSTS TO THE CONTRACTOR INCURRED IN CORRECTING DEFICIENT WORK SHALL BE TO THE CONTRACTOR'S ACCOUNT. FAILURE TO CORRECT SUCH WORK WILL BE CAUSE FOR A STOP WORK ORDER AND POSSIBLE TERMINATION.
17. WORK SUBJECT TO APPROVAL BY ANY POLITICAL SUBDIVISION AND/OR AGENCY MUST BE APPROVED PRIOR TO (A) PLACING OF CONCRETE, (B) PLACING OF AGGREGATE BASE, (C) PLACING OF ASPHALT PAVING, (D) BACKFILLING TRENCHES FOR PIPE. WORK DONE WITHOUT SUCH APPROVAL SHALL NOT RELIEVE THE CONTRACTOR FROM THE RESPONSIBILITY OF PERFORMING THE WORK IN AN ACCEPTABLE MANNER.
18. ALL CONTRACTORS WORK WITHIN THE PUBLIC ROAD RIGHT-OF-WAY ARE REQUIRED TO SECURE A RIGHT-OF-WAY CONSTRUCTION PERMIT FROM THE CITY OF CALDWELL AND/OR APPLICABLE DISTRICTS AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION.
19. CONTRACTOR TO PROVIDE GRADE RINGS AS REQUIRED TO SET SAND AND GREASE TRAP RIM ELEVATIONS TO FINISHED GRADE.
20. NO PIT RUN, BALLAST OR SUBBASE AGGREGATE SHALL BE PLACED ON ANY ROAD OR STREET UNTIL THE SUBBASE HAS BEEN APPROVED BY THE ENGINEER OF RECORD.
21. SEWER AND WATER LINES MAY NOT BE PLACED IN SERVICE WITHOUT MEETING ALL CONDITIONS HEREIN SPECIFIED AND WITHOUT EXPRESS APPROVAL OF THE CITY ENGINEER.
22. TRENCH BACKFILL SHALL CONFORM TO THE CITY OF CALDWELL "RIGHT-OF-WAY TRENCH BACKFILL SPECIFICATION".
23. ENGINEER TO PROVIDE MYLAR RECORD DRAWINGS OF COMPLETED FACILITIES TO CITY INCLUDING REFERENCE TO CITY OR OTHER PERMANENT BENCHMARK. ENGINEER OF RECORD TO PROVIDE PROOF OF GENERAL CONFORMANCE WITH PLANS AND SPECIFICATIONS.
24. THE CITY OF CALDWELL HAS THE OPTION TO INSPECT ALL CONSTRUCTION AT ANY TIME. THE CONTRACTOR SHALL NOTIFY THE CITY OF CALDWELL 24 HOURS PRIOR TO CONSTRUCTION.
25. STREET SIGNS SHALL BE INSTALLED BY DEVELOPER TO CITY OF CALDWELL SPECIFICATION UPON COMPLETION OF PAVING. CALL (208) 455-3006 FOR FURTHER DETAILS, DISCUSS WITH CITY INSPECTOR, OR SEE CITY OF CALDWELL SUPPLEMENTAL SPECIFICATIONS.
26. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY NECESSARY NPDES PERMITS, FILING ANY NOI AND PREPARING A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ACCORDANCE WITH THE ENVIRONMENTAL PROTECTION AGENCY. CONTACT THE EPA AT (208) 344-9460 FOR THE REQUIRED INFORMATION. SAID PERMIT SHALL BE PRESENTED TO THE OWNER/DEVELOPER AT LEAST 48 HOURS PRIOR TO THE BEGINNING OF CONSTRUCTION.
27. IDAHO POWER COMPANY SHALL PROVIDE STUB INTO LANDSCAPE COMMON LOTS. LOCATION AS DIRECTED BY OWNER. IDAHO POWER COMPANY JUNCTION BOX SHALL BE INSTALLED WITHIN THREE (3) FEET FROM THE CENTER OF LIGHT POLE BASE. CONDUIT INSTALLED BY THE DEVELOPER SHALL HAVE A PULL CORD & A MINIMUM BURIAL DEPTH OF 32 INCHES AND SHALL BE MARKED WITH BURIAL TYPE. ALL STREET LIGHTS AND APPURTENANCES SHALL MEET IDAHO POWER COMPANY STANDARDS.
28. ALL WORK DONE WITHIN FUTURE/PUBLIC ROW SHALL COMPLY WITH ALL A.D.A.A. GUIDELINES. ANY WORK FOUND NOT TO COMPLY WILL BE SUBJECT TO REJECTION.
29. WORK TO BE PERFORMED WITHIN PIONEER IRRIGATION DISTRICTS EASEMENTS SHALL TAKE PLACE BETWEEN NOVEMBER 1ST AND MARCH 1ST OR AT THE DISCRETION OF PIONEER IRRIGATION DISTRICT.
30. CONTRACTOR SHALL CONFIRM INVERT ELEVATIONS OF NEW PIONEER STRUCTURES WITH PIONEER IRRIGATION DISTRICT PRIOR TO BEING CONSTRUCTED.
31. ABSOLUTELY NO LANDSCAPING, IMPROVEMENTS, OR OTHER OBJECTS SHALL BE ALLOWED WITHIN PIONEER IRRIGATION DISTRICT'S EASEMENTS WITHOUT PRIOR WRITTEN APPROVAL FROM PIONEER IRRIGATION DISTRICT.

ROADWAY

1. ALL CONSTRUCTION IN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO THE 2015 EDITION OF THE I.S.P.W.C. & THE CITY OF CALDWELL SUPPLEMENTAL SPECIFICATIONS. NO EXCEPTIONS TO CITY POLICY, STANDARDS AND THE I.S.P.W.C. WILL BE ALLOWED UNLESS SPECIFICALLY AND PREVIOUSLY APPROVED IN WRITING BY THE CITY.
2. ALL MANHOLES AND VALVE BOXES SHALL BE CONSTRUCTED FLUSH WITH THE FINISH GRADES AND SLOPES. PIPE CONTRACTOR SHALL PROVIDE ALL MANHOLE AND VALVE BOX MATERIAL AND STREET CONTRACTOR SHALL ADJUST MANHOLES AND VALVE BOXES TO FINISH GRADE AND CONSTRUCT COLLARS AND COORDINATE COLLAR CONSTRUCTION WITH THE CITY OF CALDWELL. CONCRETE COLLARS SHALL BE REQUIRED AROUND ALL MANHOLES AND VALVE BOXES UNLESS OTHERWISE SHOWN AND APPROVED BY THE CITY.
3. ALL UNDERGROUND IMPROVEMENTS SHALL BE COMPLETED AND TESTED PRIOR TO CONCRETE CONSTRUCTION AND/OR FINISHING ROADWAY IMPROVEMENTS.
4. OVER-EXCAVATION AND PLACEMENT OF ADDITIONAL GRANULAR BACKFILL MAY BE NECESSARY IN AREAS OF HIGH GROUND WATER OR IF OTHER AREAS OF UNSUITABLE SUBGRADE MATERIALS ARE ENCOUNTERED.
5. ALL EXCESS MATERIAL SHALL BE PLACED AS DIRECTED BY THE OWNER.
6. A STAMPED "S" SHALL BE PLACED AT THE BACK OF THE SIDEWALK DIRECTLY OVER EACH SEWER SERVICE.
7. WHEN DISCREPANCIES OCCUR BETWEEN PLANS AND SPECIFICATIONS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER. UNTIMELY NOTIFICATION SHALL NEGATE ANY CONTRACTOR'S CLAIM FOR ADDITIONAL COMPENSATION.
8. INSPECTION OF WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE BY THE CITY OF CALDWELL.
9. ALL COSTS OF RETESTING FOR PREVIOUSLY FAILED TESTS SHALL BE BACK CHARGED TO THE CONTRACTOR BY THE OWNER.
10. ALL COSTS TO THE CONTRACTOR INCURRED IN CORRECTING DEFICIENT WORK SHALL BE TO THE CONTRACTOR'S ACCOUNT. FAILURE TO CORRECT SUCH WORK WILL BE CAUSE FOR A STOP WORK ORDER AND POSSIBLE TERMINATION.
11. ALL WATER VALVES WILL BE PLACED SO AS NOT TO CONFLICT WITH ANY CONCRETE CURB, GUTTER, VALLEY GUTTER AND SIDEWALK IMPROVEMENTS.
12. NO ASPHALT SHALL BE PLACED UNTIL AN "APPROVAL TO PAVE" LETTER IS RECEIVED FROM THE CITY.

WATER

1. THE WATER SYSTEM SHALL BE CONSTRUCTED TO CONFORM WITH THE STANDARDS SET FORTH IN THE AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARDS, "IDAHO RULES FOR PUBLIC DRINKING WATER SYSTEMS" (I.R.P.D.W.S.), THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (I.S.P.W.C.) AND THE CITY OF CALDWELL SUPPLEMENTAL SPECIFICATIONS AND STANDARDS. (SEE NOTE NO. 21 UNDER "GENERAL")
2. WATER DISTRIBUTION MAINS SHALL BE CONSTRUCTED WITH CLASS 200 PVC (POLYVINYL-CHLORIDE) PIPE, CONFORMING TO AWWA C-900. THE PIPE SHALL BE INSTALLED IN A WORKMANLIKE MANNER BY PERSONS PROPERLY QUALIFIED TO PERFORM SAID WORK AND SHALL BE IN CONFORMANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AS APPROVED BY THE CITY ENGINEER.
3. ALL WATER MAINS SHALL HAVE A MINIMUM COVER OF 48 INCHES AND MAX OF 80 INCHES FROM FINAL FINISHED GRADE AFTER INSTALLATION OF THE WATER MAINS. THE TRENCHES SHALL BE COMPACTED TO 95% OF MAXIMUM STANDARD PROCTOR DENSITY TO PREVENT FURTHER SETTLEMENT. ALL MAINS SHALL BE PRESSURE/LEAK TESTED, FLUSHED AND SANITIZED PER I.S.P.W.C. AND WATER NOTE NO. 4. ALL TESTING SHALL BE APPROVED BY THE CITY OF CALDWELL BEFORE CONNECTING TO THE MUNICIPAL SYSTEM.
4. ALL WATER MAINS SHALL BE DISINFECTED ACCORDING TO THE AWWA C-651 SPECIFICATION LATEST EDITION:
   (A) THE DISTRIBUTION SYSTEM SHALL BE PRESSURE TESTED AT 1.5 TIMES OPERATING PRESSURE OR A MINIMUM 150 PSI FOR 2 HOURS.
   (B) PRIOR TO USE OF THE WATER MAIN, IT SHALL BE DISINFECTED ACCORDING TO SPECIFICATIONS OF THE AWWA AND THEN FLUSHED. THE DISINFECTION AND FINAL FLUSHING PROCEDURE SHALL BE TESTED TO DETERMINE IF THE APPROPRIATE MINIMUM CHLORINE RESIDUALS HAVE BEEN EXCEEDED. CITY PERSONNEL SHALL BE PRESENT AT TIME WATER SAMPLE IS OBTAINED. CITY INSPECTOR WILL TRANSPORT SAMPLES TO THE LAB.
5. ALL GATE VALVES SHALL BE FLANGED (FLG) AND/OR MECHANICAL JOINT (MJ) AND SHALL CONFORM TO AWWA C500 SPECIFICATIONS AND SHALL HAVE A 200 P.S.I. WORKING PRESSURE RATING. ALL VALVES SHALL BE ANCHORED IN CONFORMANCE TO THE I.S.P.W.C.
6. ALL TEES, PLUGS, CAPS AND BENDS, AND AT OTHER LOCATIONS WHERE UNBALANCED FORCES EXIST, SHALL BE SECURED AND ANCHORED BY SUITABLE THRUST BLOCKING PER THE I.S.P.W.C. STANDARD DRAWING SD-403. RETAINER GLANDS MAY BE USED IN LIEU OF THRUST BLOCKS.
7. NO. 12 DIRECT BURIAL WIRE SHALL BE PLACED ALONG THE NORTH AND EAST SIDE OF WATER MAINS AND SERVICE LINES. WIRE SHALL BE TAPED AT THE GATE VALVE LOCATIONS SO IT IS ACCESSIBLE FROM ABOVE, BUT DOES NOT INTERFERE WITH VALVE OPERATION.
8. IDAHO SURVEY GROUP WILL PROVIDE CONSTRUCTION STAKING AS DIRECTED BY OWNER.
9. WHERE IT IS NECESSARY FOR SANITARY SEWER AND WATER TO CROSS EACH OTHER, REFER TO NOTE NO. 14 UNDER SEWER NOTES.
10. CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE CITY OF CALDWELL WATER DEPARTMENT THREE (3) WORKING DAYS BEFORE INITIAL CONSTRUCTION BEGINS AND SHALL ALSO NOTIFY CITY OF CALDWELL WATER DEPARTMENT TWENTY-FOUR (24) HOURS IN ADVANCE OF BACKFILLING. THE CITY OF CALDWELL MAY INSPECT ALL WATER MAIN CONSTRUCTION. WATER MAIN SHALL BE INSPECTED BY THE ENGINEER. CONTRACTOR MUST NOTIFY PIONEER IRRIGATION DISTRICT REPRESENTATIVES PRIOR TO INITIAL CONSTRUCTION OF THE WATER MAIN WITHIN ENTERPRISE WAY.
11. CONTRACTOR TO FIELD VERIFY THAT ALL VALVE BOX LID ELEVATIONS MATCH FINAL GRADE, AND ALL METER LID ELEVATIONS TO MATCH AN EXTENSION OF THE SIDEWALK GRADE. METERS SHALL BE INSTALLED BEHIND THE SIDEWALK.
12. VALVES, FLANGED (FLG) OR MECHANICAL JOINT (MJ) SHALL BE LOCATED IN THE STREET, AND FIRE HYDRANTS ARE TO BE POSITIONED PER W-404.
13. THE CONTRACTOR SHALL PRESSURE TEST ALL WATER LINES AFTER DISINFECTION AND FLUSHING, BUT PRIOR TO INSTALLATION OF OTHER UTILITIES. AFTER ALL UTILITIES ARE INSTALLED AND PRIOR TO PAVING, THE CONTRACTOR SHALL PERFORM A FINAL PRESSURE TEST WITH THE ENGINEER IN ATTENDANCE. THE CONTRACTOR SHALL FURNISH ALL PERSONNEL AND EQUIPMENT NECESSARY TO CONDUCT THE TEST. CONTRACTOR SHALL NOTIFY CITY OF CALDWELL AND ENGINEER 24 HOURS IN ADVANCE TO WITNESS FINAL PRESSURE TEST.
14. NO VERTICAL OBSTRUCTIONS OR LANDSCAPING SHALL BE INSTALLED WITHIN SIX (6) FEET OF FIRE HYDRANT, EXCEPT LAWN, GROUND LEVEL ROCK OR BARK.

WATER CONTINUED

15. FINAL ACCEPTANCE OF ALL WATER UTILITY CONSTRUCTION WILL BE BY THE CITY OF CALDWELL.
16. THE CITY OF CALDWELL WATER DEPARTMENT PERSONNEL SHALL BE PRESENT WHEN OPERATING EXISTING "IN SERVICE" WATER VALVES. THIS INCLUDES FLUSHING OF MAINS AND ALL PRESSURE AND WATER QUALITY TESTS.
17. WATER MAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF CALDWELL SPECIFICATIONS. CONCRETE COLLARS SHALL BE PROVIDED FOR ALL WATER VALVE BOXES IN ASPHALT. COLLARS SHALL BE PLACED IN ACCORDANCE WITH C.O.C. SD W-406.
18. CITY OF CALDWELL WATER DEPARTMENT OR APPROVED PERSONS SHALL MAKE ALL HOT TAPS ON EXISTING WATER MAINS.
19. CONTRACTOR SHALL BLOW OFF EACH SERVICE WITH CITY INSPECTOR PRESENT PRIOR TO RECEIVING "APPROVAL TO PAVE" LETTER OR PRESSURE TESTING.
20. ALL WATER MAIN CONSTRUCTION MUST HAVE AT LEAST THREE (3) FEET OF HORIZONTAL SEPARATION AND 12" VERTICAL SEPARATION FROM ANY OTHER UTILITIES (GAS, TELEPHONE, POWER, ETC.)

THE FOLLOWING ARE CITY OF CALDWELL STANDARD SUPPLEMENTAL TO THE I.S.P.W.C. STANDARDS:

1. WATER PIPE: DUCTILE IRON CLASS 51 OR 52. PVC IS TO BE C-900 OR EQUAL. ALL PVC PIPE TO BE INSTALLED WITH TRACER WIRE FOR LINE LOCATING. (12 GAUGE WITH DRI-SPLICE CONNECTORS). (W-405, W-406)
2. VALVES 4" OR LARGER: ONLY RESILIENT SEATED VALVES ARE APPROVED (AWWA C-509-87) AND SHALL BE KENNEDY, CLOW, MUELLER OR WATEROUS WITH 2" SQUARE OPERATING NUTS WITH EITHER FLANGED OR MECHANICAL CONNECTIONS. (W-405, W-406)
3. VALVE BOXES: CAST IRON, EXTENSION SLEEVE TYPE OF SUCH LENGTH TO REACH PROPOSED STREET GRADE AT LEAST 6" LESS THAN FULL EXTENSION. ALL VALVE BOXES IN THE ROAD WILL BE CIRCLED IN 12" OF CONCRETE. (W-406)
4. FIRE HYDRANTS: MUELLER CENTURION, CLOW MEDALLION OR WATEROUS PACER 100, PAINTED RED. OIL RESERVOIR IS REQUIRED WITH ALL HYDRANTS. TWO (2) 2 ½" OUTLET AND ONE (1) STEAMER OUTLET ARE REQUIRED. (THE 4 ½" STEAMER OUTLET SHALL FACE THE MAIN STREET AND BE 18" ABOVE FINAL GRADE). (W-404)
5. METER BOXES: RAVEN RVB-K-T 14"x24"x42", IF IN CONCRETE, USE RAVEN RVB-F-8 20"x26"x8".
   METER SIZE 3/4" WILL BE IN A 24" METER BOX (W-401)
   METER SIZE 1" WILL BE IN A 24" METER BOX (W-401)
   METER SIZE 1 ½" WILL BE IN A 36" METER BOX (W-402)
   METER SIZE 2" WILL BE IN A 36" METER BOX (W-402)
   DOUBLE 3/4" SERVICES WILL BE IN A 24" METER BOX (W-414)
6. METER SETTERS: FORD VBH72-18B-11-33-3 FOR 3/4" SIZE. SETTERS SHALL BE SET SUCH THAT METER INSTALLATION WILL BE BETWEEN 12" AND 18" BELOW THE COVER. 1" WILL BE FORD VBH74-18B-11-44-3. FOR LARGER METER SIZES, CONTACT CALDWELL WATER DEPARTMENT. (W-401, W-402)
7. METER BOX COVERS: SHALL BE D & L 2242 WITH NEPTUNE R900 RECESS OPENING (ONE (1) 1-1/2" OPENING). THIS COVER WITH ONE (1) OPENING IS FOR SINGLE WATER SERVICES. (W-401, W-402) 2-4L RECESSED COVER FOR DOUBLE SERVICES.
8. CORPORATION STOPS: FORD F-1100, OR MUELLER H-15008. (W-401, W-402)
9. WATER SERVICE PIPE: SOFT COPPER TYPE K. (W-401, W-402, W-413)
10. SADDLES: SADDLES ARE REQUIRED FOR ALL PVC SERVICE TAPS AND SHALL BE ROMAC 101S W/ BRONZE STRAP ONLY. (W-401, W-402)
11. TAPPING SLEEVE: ROCKWELL, SMITH BLAIR 622, ROMAC FTS 420, FORD FTS OR FORD FAST TAPPING SLEEVE. ALSO ALL STAINLESS STEEL SLEEVES ARE ACCEPTABLE. (W-412)
12. MAINLINE FITTINGS: DUCTILE SHORT BODY WITH MECHANICAL OR FLANGED JOINTS AS PER I.S.P.W.C. SPECIFICATIONS. (W-412)
13. MAINLINE BLOW-OFF NO. 78 SUPERIOR BLOW-OFF HYDRANT INSTALLED IN AN 18" METER BOX AND LID. (W-405, W-405A)
14. COPPER TAILPIECE SHALL EXTEND 18" PAST METER BOX. (W-401, W-402)
15. STUB OUTS FOR WATER SERVICES SHALL BE MARKED WITH A 2" X 4" PAINTED BLUE.

SEWER

1. ALL SEWER WORK SHALL BE DONE IN ACCORDANCE WITH 2015 EDITION OF THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (I.S.P.W.C.) AND THE CITY OF CALDWELL SUPPLEMENTAL SPECIFICATIONS AND STANDARDS. (SEE NOTE NO. 21 UNDER "GENERAL").
2. FINAL APPROVAL AND ACCEPTANCE OF ALL SEWER CONSTRUCTION SHALL BE ISSUED BY THE CITY OF CALDWELL.
3. ALL MANHOLES SHALL BE IN ACCORDANCE WITH CITY OF CALDWELL STANDARDS.
4. ALL SEWER PIPE SHALL BE BELL AND SPIGOT, POLYVINYL CHLORIDE (PVC) SDR 35, ASTM D-3034. RIGID COUPLER CONNECTIONS SHALL BE INSTALLED WHERE COUPLERS ARE REQUIRED. A RUBBER RING IS TO BE INSTALLED WHERE THE PIPE IS IN CONTACT WITH THE MANHOLE BASE AND/OR ITS CHANNEL. REMOVE SPLICE IN ORDER TO ENSURE A WATERTIGHT SEAL.
5. SEWER INSPECTIONS WILL BE PERFORMED BY THE CITY OF CALDWELL. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING THE WORK IN AN ACCEPTABLE MANNER. CONTACT ENGINEER OF RECORD 48 HOURS PRIOR TO COMMENCEMENT OF SEWER INSTALLATION.
6. STUB OUTS FOR SERVICE LINES SHALL BE MARKED IN ACCORDANCE WITH THE CITY OF CALDWELL SPECIFICATIONS SD SS-512. CONSTRUCTED SERVICE STUB WILL BE INSTALLED TO THE POINTS SHOWN ON THE DRAWINGS OR AS MARKED BY THE ENGINEER IN THE FIELD. THE SEWER SERVICE MARKER SHALL BE IN PLACE FOR THE FINAL INSPECTION. SERVICE LINES SHALL EXTEND TEN (10) FEET (MIN.) BEYOND THE RIGHT-OF-WAY.
7. PRIOR TO FINAL ACCEPTANCE, AFTER ALL UTILITIES ARE IN AND PRIOR TO PAVING, THE CONTRACTOR SHALL CONDUCT AN AIR TEST OF THE SEWER MAINS. THE CONTRACTOR SHALL CONTACT THE CITY OF CALDWELL AND ENGINEER OF RECORD A MINIMUM OF 24 HOURS PRIOR TO TESTING. THE CONTRACTOR SHALL FURNISH ALL EQUIPMENT AND PERSONNEL TO PERFORM THE TEST.
8. ALL MANHOLES SHALL BE CONSTRUCTED TO BE WATERTIGHT AND WITH THE TOP OF CONE LOCATED WITHIN ONE (1) FOOT OF THE FINISHED GRADE. THE SEWER CONTRACTOR SHALL SUPPLY ALL LID ASSEMBLIES AND THE REQUIRED NUMBER OF RISERS AND GRADE RINGS. THE SEWER CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE TOP OF THE MANHOLE CONE TO ASSURE THAT ALL RING ELEVATIONS MATCH FINAL STREET GRADES. MANHOLES SHALL HAVE 12 INCH MAXIMUM OF GRADE RINGS.
9. WHERE CONCRETE COLLARS ARE USED, THE PAVING CONTRACTOR SHALL SET THE GRADE RINGS AND POUR THE CONCRETE COLLARS PER CITY OF CALDWELL STANDARD DRAWING SD-506. THE PAVING CONTRACTOR SHALL CONTACT THE CITY OF CALDWELL AND ENGINEER OF RECORD 24 HOURS PRIOR TO POURING CONCRETE COLLARS. CONCRETE COLLARS ARE REQUIRED IN ALL PAVED AREAS.
10. THE HORIZONTAL SEPARATION OF THE WATER AND SEWER MAINS SHALL BE A MINIMUM OF TEN (10) FEET.
11. GROUNDWATER LEVELS SHALL BE MAINTAINED BELOW THE BOTTOM OF THE TRENCH DURING THE PIPE LAYING AND PIPE JOINING OPERATIONS AND WHILE MAKING SEWER TAPS. THE DEWATERING METHOD SHALL BE DISCUSSED WITH THE ENGINEER AND APPROVED PRIOR TO CONSTRUCTION. DITCHES AND STORM DRAIN FACILITIES THAT ARE SILTED DUE TO THE CONTRACTOR'S DEWATERING, SHALL BE CLEANED AND RESTORED TO THEIR ORIGINAL STATE.
12. THE TRENCH ABOVE THE PIPE ZONE WILL BE INSPECTED BY THE ENGINEER IN ACCORDANCE WITH THE 2015 EDITION OF THE I.S.P.W.C.
13. SEWER SERVICE LINES SHALL BE INSTALLED PRIOR TO STREET IMPROVEMENTS.
14. WHERE IT IS NECESSARY FOR SANITARY SEWER AND POTABLE WATER TO CROSS EACH OTHER AND THE SEWER LINE IS LESS THAN 18" BELOW OR ABOVE THE WATER MAIN, THE SEWER LINE CROSSING SHALL BE WATER CLASS PIPE, EACH WITH WATERTIGHT JOINTS OR EQUAL CONSTRUCTION, FOR A DISTANCE OF TEN (10) FEET ON BOTH SIDES OF THE POTABLE WATER LINE. ONE FULL LENGTH OF BOTH WATER MAIN AND SEWER LINE SHALL BE CENTERED OVER THE CROSSING POINT SO THAT ALL JOINTS WILL BE AS FAR FROM THE CROSSING AS POSSIBLE.
15. TRENCH EXCAVATION AND TRENCH BACKFILL SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 300-TRENCHING OF THE I.S.P.W.C. AND GENERAL NOTE NO. 21.
16. AN ECCENTRIC CONE SHALL BE USED ON SANITARY SEWER MANHOLES GREATER THAN FOUR (4) FEET DEEP, WITH THE VERTICAL WALL PLACED ON THE UPSTREAM SIDE AND ROTATED 45 DEGREES. MANHOLES LESS THAN FOUR (4) FEET DEEP SHALL HAVE CONCENTRIC CONES.
17. ALL SEWER MANHOLE COVERS SHALL BE MARKED "SEWER" AND ALL STORM DRAIN MANHOLE COVERS SHALL BE MARKED "STORM DRAIN".
18. UPON COMPLETION OF WORK THE ENGINEER SHALL SUBMIT A SET OF MYLAR RECORD DRAWINGS TO THE CITY OF CALDWELL.
19. SEWER SERVICE LINES SHALL BE PLACED IN SIX (6) INCH DIAMETER WATER CLASS PIPE CONDUITS WHERE SEEPAGE TRENCHES ARE ENCOUNTERED.
20. IDAHO SURVEY GROUP WILL PROVIDE CONSTRUCTION STAKING AS DIRECTED BY THE OWNER.
21. CONTRACTOR SHALL CLEAN AND FLUSH ALL SEWER MAINS. NO GRAVEL OR CONSTRUCTION DEBRIS SHALL BE ALLOWED TO ENTER THE CITY SEWER SYSTEM.
22. CONTRACTOR SHALL PROVIDE TELEVISING OF THE SANITARY SEWER MAINS AT CONTRACTOR'S EXPENSES. THE TELEVISING CONTRACTOR SHALL BE APPROVED BY THE CITY OF CALDWELL. MAINS SHALL BE FLUSHED PRIOR TO TELEVISING AND TELEVISING SHALL OCCUR A MINIMUM OF ONE WEEK PRIOR TO PAVING. CONTRACTOR SHALL NOTIFY THE CITY OF CALDWELL A MINIMUM OF 48 HOURS PRIOR TO TELEVISING. AT A MINIMUM, THE VIDEO TAPE AND WRITTEN LOG SHALL INCLUDE A RUNNING FOOTAGE COUNTER, LIST THE STARTING AND ENDING MANHOLES, LIST SERVICES WITH QUADRANT ORIENTATION AND ANY SUSPECTED DEFICIENCIES. ANY RE-TELEVISING DEEMED NECESSARY BY THE CITY ENGINEER SHALL BE AT THE CONTRACTOR'S EXPENSES. THE SEWER SYSTEM SHALL BE APPROVED BY THE CITY PRIOR TO ASPHALT PAVING.
23. WHEN CONNECTING NEW SERVICE LINES TO EXISTING SEWER MAINS, TAPPING SADDLES SHALL BE UTILIZED. CITY OF CALDWELL OR ENGINEER OF RECORD SHALL OBSERVE TAP(S) PRIOR TO BACKFILLING. NOTIFY CITY OR ENGINEER A MINIMUM OF 48 HOURS PRIOR TO TAPPING SEWER MAIN.
24. ALL STORM DRAIN MANHOLES SHALL BE STANDARD CATCH MANHOLES PER DETAIL D-616, CITY OF CALDWELL ADOPTED EDITION UNLESS OTHERWISE NOTED.
25. SOIL BENEATH THE RETENTION POND SHALL BE FREE DRAINING HIGH PERMEABILITY MATERIAL. ALL LOW PERMEABILITY SOIL MATERIAL ENCOUNTERED BENEATH THE POND LOCATION SHALL BE OVER-EXCAVATED AND REPLACED WITH FREE DRAINING MATERIAL MEETING THE GRADATION AND INSTALLATION REQUIREMENTS OF THE GEOTECHNICAL REPORT TO THE DEPTH AT WHICH NATIVE FREE DRAINING MATERIAL IS ENCOUNTERED.
26. ALL SANITARY SEWER SERVICE LINES TO BE CONSTRUCTED PER CITY OF CALDWELL STANDARD DETAIL SS-511 AND SS-511A, UNLESS OTHERWISE NOTED.
27. THE CONTRACTOR SHALL ASSUME THAT ALL SANITARY SEWER SERVICE LATERALS WILL BE A TYPE "A" OR "B" CONNECTION PER CITY OF CALDWELL D-511, W/2.08% SLOPE UNLESS OTHERWISE NOTED ON PLANS.
28. THE DESIGN ENGINEER/CONTRACTOR SHALL SUBMIT AS BUILT ELEVATIONS TO THE CITY PRIOR TO PAVING.
29. THE CITY OF CALDWELL WILL NOT ACCEPT AS-BUILT LINES CONSTRUCTED LESS THAN "10 STATE STANDARDS" DESIGN MIN. SLOPES.
30. EXISTING SERVICES FOR THE CURRENT SUBDIVISION PHASE MUST BE DUG UP AND SHOWN TO THE CITY INSPECTOR.

IRRIGATION

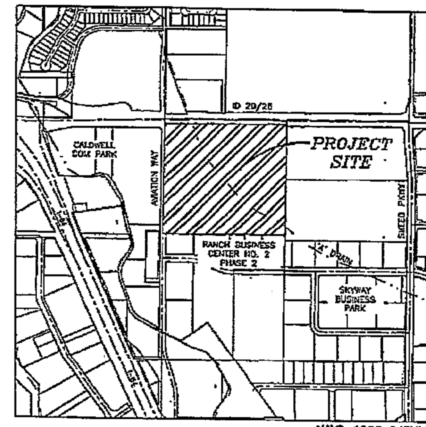
1. REFERENCE WATER & SEWER NOTES FOR SEPARATION REQUIREMENTS.
2. GRAVITY IRRIGATION MATERIALS & PIPE INSTALLATION ARE TO BE WITNESSED BY THE CITY OF CALDWELL.
3. ALL GRAVITY IRRIGATION PIPING IS TO BE ADS N-12 HDPE (EXCEPT WHERE OTHERWISE NOTED) WITH GASKETED JOINTS AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

GENERAL CONSTRUCTION

1. THE ENGINEER OF RECORD (DESIGN CIVIL ENGINEER) SHALL BE RESPONSIBLE FOR PROVIDING THE FOLLOWING:
   A) CONSTRUCTION OBSERVATIONS (INSPECTIONS) AT SUFFICIENT INTERVALS TO INSURE THAT ALL CONSTRUCTION HAS BEEN COMPLETED IN ACCORDANCE W/ THE PLANS, I.S.P.W.C., AND THE CITY OF CALDWELL STANDARDS.
   B) CONSTRUCTION OBSERVATION DIARY
   C) REPRODUCIBLE (MYLAR) RECORD DRAWINGS
   D) ENGINEER'S STATEMENT (CITY OF CALDWELL STANDARD FORMAT)
2. ALL CONTRACTORS PERFORMING ANY WORK DEPICTED ON THESE PLANS SHALL HAVE IN THEIR POSSESSION AND ON THE JOB SITE AN APPROVED SET OF PLANS WHICH HAVE BEEN STAMPED AND SIGNED ON EACH SHEET BY THE CITY OF CALDWELL ENGINEERING DEPARTMENT.
3. A PROOF TEST OF STORMWATER BASIN WILL BE REQUIRED PER CALDWELL MUNICIPAL STORMWATER MANAGEMENT MANUAL, SECTION 1033.5, CITY ENGINEER WILL BE NOTIFIED A MINIMUM OF 48 HOURS PRIOR TO TESTING.

GENERAL LEGEND

- EXISTING SEWER LINE
- EXISTING WATER LINE
- NEW STORM DRAIN
- NEW WATER LINE
- NEW SEWER LINE
- NEW PRESSURE IRRIGATION LINE W/SERVICE
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- NEW EDGE OF PAVEMENT
- SAW CUT LINE
- BOUNDARY LINE
- ROADWAY CENTER LINE
- ROADWAY RIGHT-OF-WAY
- EASEMENT BOUNDARY
- LOT LINE
- EXISTING CONTOUR
- FINAL GRADE CONTOUR
- ELEVATION @ STATION
- POINT (TOP BACK OF ROLLED CURB UNLESS OTHERWISE NOTED)
- TVC = TOP BACK VERTICAL CURB
- TRLC = TOP REVERSE LIP CURB
- PC = POINT OF CURVATURE
- PT = POINT OF TANGENCY
- FL = GUTTER FLOW LINE
- GB = GRADE BREAK
- GC = GRADE CHANGE
- EI = END INVERT SEWER SERVICE
- SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- 4" SEWER SERVICE LINE
- TYPICAL WATER SERVICE
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- LOT NUMBER
- CATCH BASIN – CSD D-502 W/12" SUMP
- DIRECTION OF DRAINAGE FLOW
- STREET LIGHT PER CSD SL-1135
- EXISTING DECIDUOUS TREE (CALIPER)
- EXISTING POWER LINE & POLE
- PED RAMPS PER SD-712C (OR AS OTHERWISE NOTED)



NAVD 1988 DATUM

VICINITY MAP

1" = 600'

PLAN SHEET INDEX

SHEET	DESCRIPTION
1	–COVER SHEET, MAP, & NOTES
2	–INDEX MAP & EXISTING–DEMO PLAN
3	–GRAVITY IRRIGATION PLAN & PROFILE
4	–GRAVITY IRRIGATION PLAN & PROFILE
5	–GRAVITY IRRIGATION PLAN & PROFILE

DEVELOPER
TRILOGY DEVELOPMENT
C/O SHAWN BROWNLEE
9839 W CABLE CAR
BOISE, ID 83709
TEL: 208-895-8858

Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD

NOT FOR CONSTRUCTION – PROFESSIONAL ENGINEER – REGISTERED – STATE OF IDAHO – DAVID A. BAILEY

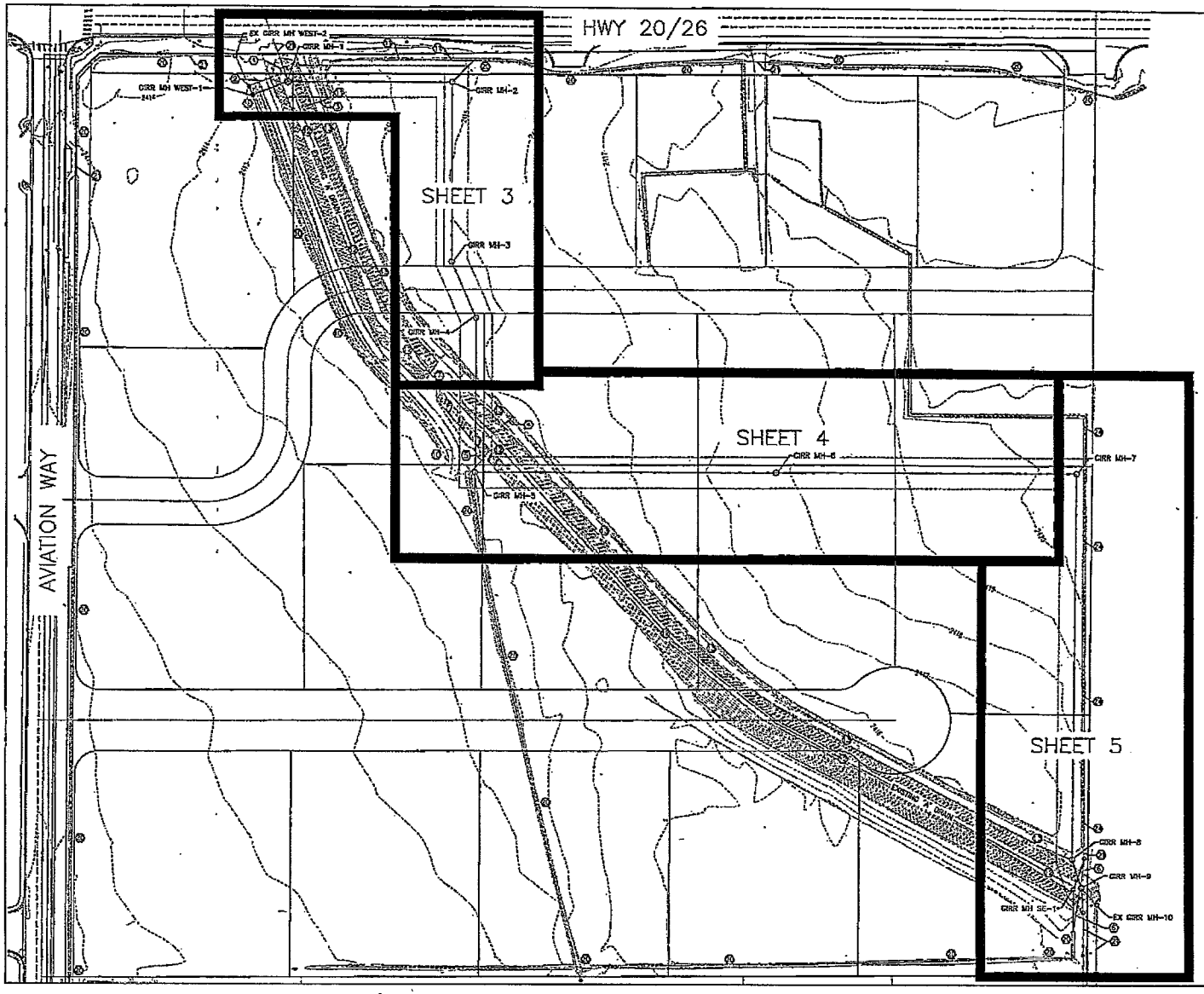
CHECKED BY: DAVID A. BAILEY P.E.
DRAWN BY: ESC

REVISED
NO. DATE DESCRIPTION

COVER SHEET
WERTENBERGER SUBDIVISION – 'A' DRAIN TILING
TRILOGY DEVELOPMENT

DATE: 3-18-2020
PROJECT: C2017-020
SHEET 1

AB



KEYNOTES

1. DEMOLISH EXISTING HEADWALL & DISPOSE OF OFFSITE.
2. EXCAVATE EXISTING IRRIGATION MANHOLE, APPROX 40 LF 18" CMP & DISPOSE OF OFFSITE.
3. EXCAVATE APPROX 30 LF 12" CMP & DISPOSE OF OFFSITE.
4. EXCAVATE APPROX 20 LF 10" CMP & DISPOSE OF OFFSITE.
5. EXCAVATE APPROX 40 LF 12" CMP & DISPOSE OF OFFSITE.
6. EXCAVATE APPROX 95 LF 12" CMP & DISPOSE OF OFFSITE.
7. EXCAVATE APPROX 40 LF EX. IRR PIPE (SIZE UNKNOWN) & DISPOSE OF OFFSITE.
8. NOT USED.
9. NOT USED.
10. FILL/ABANDON APPROX 340 LF IRRIGATION DITCH.
11. FILL/ABANDON APPROX 230 LF IRRIGATION DITCH.
12. FILL APPROX 1,530 LF IRRIGATION DITCH [A-DRAIN]. NOTE: FINISHED SITE GRADING SHOWN ON SHEETS 2-5; ACCESS ROAD BERM TO BE DEMOLISHED WHERE SHOWN IN SITE GRADING. NOTE ANY REQUIRED CONDITIONS FROM ARMY CORPS/IDWR PERMITS FOR FILL WITHIN "A" DRAIN.

    APPROX CUT TO FG: ±3,560cy
    APPROX FILL TO FG: ±11,940cy
    APPROX BEDDING/BACKFILL DISPLACEMENT FROM NEW "A" DRAIN PIPING INSTALL: ±650cy

    APPROX REQ IMPORT: ±7,730cy
13. EXISTING ACCESS ROAD TO BE DEMOLISHED. SEE KN 12 ABOVE REGARDING EARTHWORK CALCULATIONS.
14. NOT USED.
15. NOT USED.
16. NOT USED.
17. NOT USED.
18. NOT USED.
19. NOT USED.
20. PROTECT EXISTING IRRIGATION DITCH.
21. PROTECT EXISTING IRRIGATION PIPING.
22. NOT USED.
23. NOT USED.
24. COORDINATE PROTECTION/RECONSTRUCTION OF PRESSURE DELIVERY & IRRIGATION DITCH WITH DEVELOPER & USER.

NOTE: PROTECT UNLESS OTHERWISE NOTED ON THIS SHEET OR AS DIRECTED BY DEVELOPER. COORDINATE ALL CONSTRUCTION ACTIVITIES/DEMOLITION OF EXISTING WITH DEVELOPER.

NOTE:
ABANDONED BUILDINGS, TEST PITS OR WATERWAYS LOCATED WITHIN CURRENT OR FUTURE RIGHT-OF-WAY SHALL BE RE-EXCAVATED TO NATIVE SOIL AND BACKFILL WITH STRUCTURAL FILL PER ISPWC SPECIFICATIONS.

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PROFESSIONAL ENGINEER
REGISTERED
NOT FOR CONSTRUCTION
STATE OF IDAHO
DAVID A. BAILEY

CHECKED BY: DAVID A. BAILEY P.E.
DRAWN BY: KSC

REVISED

NO.	DATE	DESCRIPTION

INDEX MAP & EXISTING-DEMO PLAN

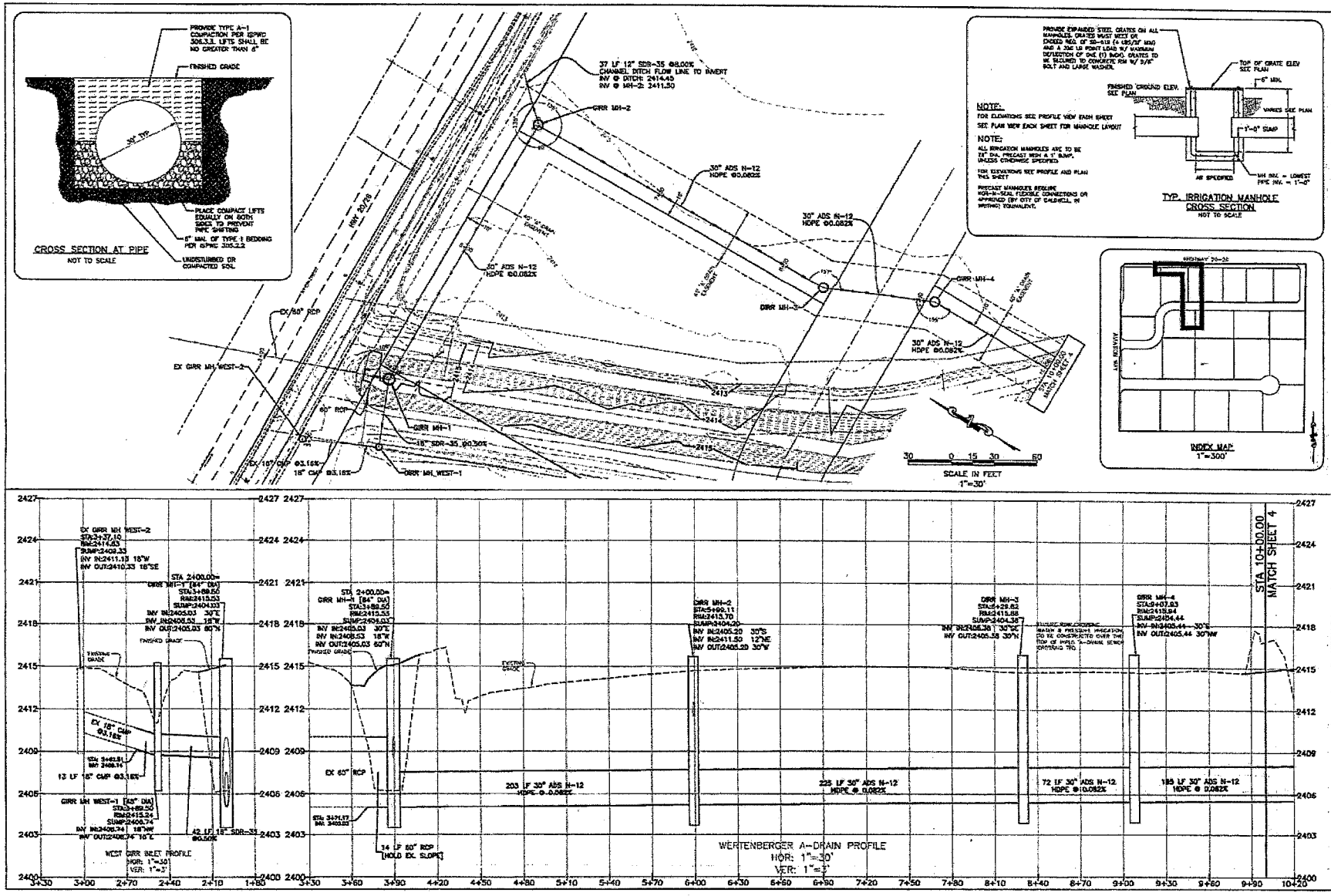
WERTENBERGER SUBDIVISION - 'A' DRAIN TILING

TRILOGY DEVELOPMENT

DATE: 2-18-2020
PROJECT: 05012-007

SHEET 2

A13


CROSS SECTION AT PIPE
NOT TO SCALE
TYP. IRRIGATION MANHOLE CROSS SECTION
NOT TO SCALE
INDEX MAP
1"=300'
SCALE IN FEET
1"=30'
WERTENBERGER A-DRAIN PROFILE
HOR: 1"=30'
VER: 1"=3'
WEST GRR INLET PROFILE
HOR: 1"=30'
VER: 1"=3'
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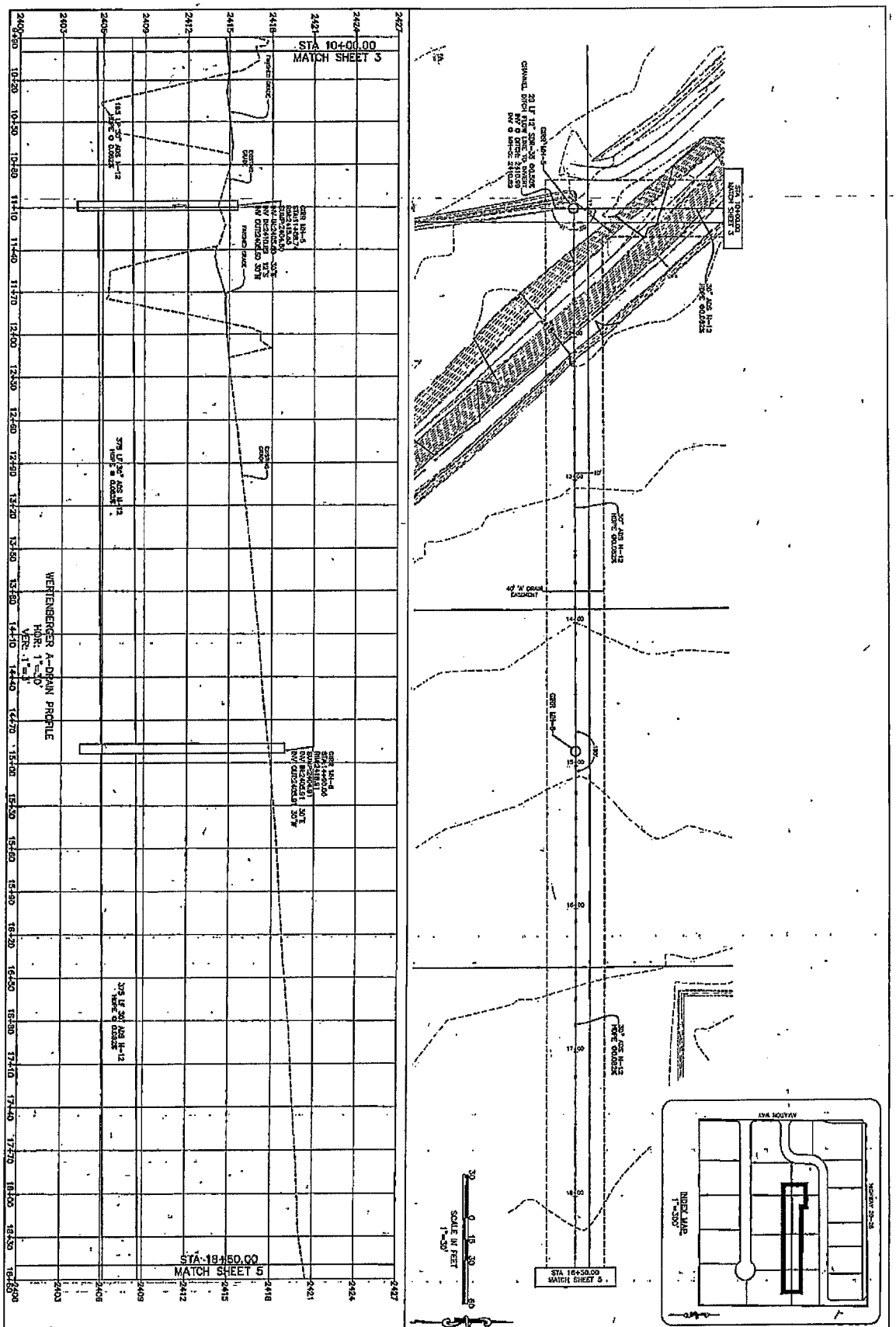
CIVIL ENGINEERING | PLANNING | CADD
NOT FOR CONSTRUCTION
GRAVITY IRRIGATION PLAN & PROFILE
WERTENBERGER SUBDIVISION - 'A' DRAIN TILING
TRILOGY DEVELOPMENT
SHEET 3

A3



GRAVITY IRRIGATION PLAN & PROFILE

WERTENBERGER SUBDIVISION – 'A' DRAIN TILING

TRILOGY DEVELOPMENT

REVISED

Bailey Engineering, Inc.

CIVIL ENGINEERING | PLANNING | CADD

A13

Memorandum

To: Senior Planner, Debbie Root

From: Robb MacDonald, City Engineer

Re: CMP-20-04/ZON-20-05/SUB 20P 05 AeroSky Sub

Date: August 5, 2020

The Engineering Department provides the following comments on a request by Heartland Townhomes Property Management LLC and Trilogy Development, Inc., for comprehensive plan map amendments, rezones and approval of a preliminary plat for AeroSky Park Subdivision, a proposed commercial/industrial development of parcel R34305, (35.4 acres), located on the southeast corner of Hwy 20/26 and Aviation Road, Caldwell, Idaho. The City of Caldwell 2040 Comprehensive Plan designates the property as "Commercial and Services." A map amendment is proposed to allow for industrial zoning. The 35.4 acre subject property is currently zoned 'C-4' (Interchange/Freeway Commercial) and the applicant is proposing 12.6 acres of "C-3" (Service Commercial) and 24.82 acres of "M-1" (Light Industrial) zoned property. The proposed plat contains 6 commercial lots and 14 industrial lots. The subject property is located in the APO-1 Land Use Limitation Zone.

Development Plans

1. Development Plans – Prior to commencing construction, plans must be prepared by the developer's engineer and approved by the City Engineering Department which shall include the following items:

    a. Street section and alignment (including curb and gutter);

    b. 7 foot Sidewalk on Aviation and 10 foot detached sidewalk on Hwy 20/26;

    c. Sanitary sewer (per City and DEQ requirements);

    d. Potable water (per City and DEQ requirements);

    e. Stormwater facilities (per City requirements/manual);

    f. Street lighting (per City standards);

    g. Street signage (per City and MUTCD requirements);

    h. Vertical Datum based on NAVD 88 Datum.

PA 1

General

1. Easements for Utilities shall be 10 feet wide minimum along all front and rear lot lines. A minimum10 feet wide easement along select interior lot lines shall be provided to facilitate pressure irrigation.

2. Appropriate easements for emergency access, transmission lines and/or other utilities shall be clearly indicated, with recorded instrument numbers provided for said easements, on the face of the final plat (visually and in writing).

3. All utilities on and within the boundaries of the subdivision shall be located and/or relocated underground.

4. All street, sewer, water, fire protection, and street light facilities must be dedicated to the City. Some conveyance facilities for stormwater drainage may be eligible for dedication to the City.

5. Construction of facilities to be dedicated and/or within public right-of-way shall be performed by an appropriately licensed public works contractor and constructed to City of Caldwell specifications.

6. Prior to commencement of construction in any dedicated right-of-way, or construction of any improvement intended for dedication to the City or connected to a City facility, the City Engineering staff is to be notified. This preferably will take place in a pre-construction conference scheduled by the engineer of record in which all appropriate personnel and utilities are present. Appropriate City personnel are to be notified in advance of all testing (including compaction, pressure and coliform, etc.) and given opportunity to be present during conduct of the testing. The engineer of record or his designated representative is to witness all tests and a log of inspection visits and testing results is to be kept by the engineer of record or his representative.

7. The developer is to employ a responsible design professional, preferably the engineer of record, to oversee and inspect construction, to perform and/or observe all requisite testing of completed facilities, and to certify that improvements have been constructed according to approved plans and in compliance with applicable City, State, and Federal standards.

8. The engineer of record shall be held responsible to ensure that subdivision improvements are in substantial compliance with said engineer's design. Following the construction of the subdivision improvements, the developers engineer shall provide the City of Caldwell Engineering Department with electronic (.dwg) format record drawings spatially referenced to the Idaho State Plane Coordinate System-West Zone, North America Datum (NAD) 83. Vertical control shall be referenced to the North America Datum (NAVD) 88 for future reference and to establish that the engineer of record has caused construction to occur in substantial compliance with the design of said engineer of record.

9. Any note, item or drawing element on the plats, construction drawings, engineering drawings and/or design drawings related to the property inconsistent with City Codes, Policies and/or Ordinances shall not be construed as approved unless specifically addressed and granted by City Council.

PA1

Rights-of-Way

1. Highway 20/26 is a State Highway controlled by Idaho Transportation Department (ITD). Per the Traffic Impact Study (TIS) conducted on June 9, 2020 by CR Engineers, a right hand turn lane will be required for both 20/26 access points. This will necessitate additional right of way to accommodate these turn lanes.

2. Aviation Way is classified as a Minor Arterial. The applicant shall dedicate as public right-of-way a minimum forty (40) foot half width right-of-way along the entire Aviation Way frontage.

3. A note shall be placed on the Final Plat indicating that all rights-of-way are to be dedicated to the public.

Street

1. Highway 20/26 is currently built out, however, developer is responsible to construct east bound right hand turn lanes as warranted by the TIS. Also including a 10 foot sidewalk, street lighting and/or any other frontage improvement required by City Code. Additional Improvements may be required by the applicant at the time of construction.

2. The applicant shall improve Aviation Way to include a minimum 24.5 foot half width street centerline to back of curb. The street shall feature standard 6" vertical curb and gutter, 7 foot sidewalks, sub-base and asphalt paving, required storm water drainage facilities and streetlights. Improvements shall extend the full length of the Aviation Way frontage. Southbound left hand turn lanes shall be constructed for both Aviation Way access points. No Northbound right hand turn lanes are warranted.

3. Any approaches on Aviation Way shall meet requirements as specified in the Caldwell Access Control Standards for State Administered Highways and City Administered Surface Streets Ordinance. The proposed access point appears to meet these requirements.

4. A Northbound right hand turn lane will be required at the intersection of Aviation and Highway 20/26 per City Detail R-810 G.

Traffic Mitigation

The following are the required traffic related mitigation measures for the Aerosky Park Subdivision resulting from the traffic impact study pursuant to City Code Chapter 10, Article 10 conducted by CR Engineers on June 9, 2020.

1. Provide a cross-access easement allowing use of approaches and cross-access of the site by both onsite and adjacent development, where applicable. This requirement shall be noted on the final plat.

2. The Aerosky Park Subdivision is expected to generate 504 trips in the critical (P.M.) peak hour. Community Planning Association of Southwest Idaho has computed the average trip length in Canyon County to be 7.3 mi. Traffic impact mitigation should presumably occur at both trip ends so ½ of the trip length should be attributed to each end. It is estimated that

trips will encounter a major intersection every half mile along any given path. The capacity of an average fully improved intersection (assumed to be the intersection of a collector and an arterial road) is estimated to be 5,080 vehicles/hour. **This amounts to 72% of one fully improved and signalized intersection.** This percentage represents the total capacity utilized from each intersection (once fully improved and signalized) encountered by trips generated over the development's half of the generated trip length.

a) The owner/developer/applicant shall design and construct roughly 72% of the signalization improvements needed for an average intersection, as defined, at one or more nearby (within 3.5 miles of the site) deficient locations to be determined by Engineering staff. The Engineering staff shall have reasonable discretion to determine the sites of construction and what design and construction equals roughly 72% of the signalization improvements needed for an average intersection. Engineering staff can provide information about applications with whose mitigation efforts the owner/developer/applicant can combine to achieve even units of 100%.

   i) The owner/developer/applicant may be allowed, at his option, to contribute monies in lieu of construction to the City of Caldwell Roadway Trust Fund, but the basis for the obligation is for construction. Monetary contributions must be made at a level commensurate with costs to construct the same by the City and as estimated by the City. This alternate provision for payment of money is not a requirement, is for the benefit and convenience of the owner/developer/applicant only and does not constitute an Impact Fee.
   ii) Improvements needed at and near the intersection of US 20/26 with Aviation, which have not been required as part of the projects obligation of standard frontage improvements, may be considered in lieu of some part or all traffic mitigation requirements. Measures that may qualify for this purpose include:
      (1) Added right-of-way and widening to accommodate the receiving lane for the Westbound dual left turn from US 20/26 onto Aviation way.
         (a) Right-of-way provided for this purpose should be credited toward signal mitigation at raw land value.
         (b) Added Asphalt above the minimum required shall be credited based on actual cost or contract bid.
   iii) The average cost of intersection is estimated at $425,000 for procurement of design services, construction, and associated costs by the City, of which 72% of that cost is what needs to be covered by this subdivision.

3. The owner/developer/applicant shall keep the City informed of and comply with any additional requirements Idaho Transportation Department has the final authority to impose. Requirements of ITD shall be met independent of requirements of the City. ITD standards shall be followed for roadway section depth on Highway 20/26. The more strict of City or State requirements shall be followed for roadway width and traffic mitigation measures on Highway 20/26.

PA1

Water

1. All on site water mains will need to be looped into existing mains for fire flow and water quality purposes. Internal main sizing and construction plan approval, will be dependent upon the availability of fire flow.

2. Each buildable lot shall be supplied with potable water. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately.

3. The location of water service, including sizing of mains, providing of easements, frontage construction, and offsite construction are to be decided during review of improvement plans. This development will be required to comply with the Water Master Study.

4. Water is available from a 12-inch line in Aviation Way and in Hwy 20/26.

Sanitary Sewer

1. It shall be the responsibility of the applicant's engineer to verify that connection to existing sewer mainlines will not exceed the functional capacity of said mainlines. Provision for connectivity by future developments shall be met in accordance with current City standards.

2. Sewer is available from a 12-inch line in Aviation Way. The location of sewer service, including sizing of mains, providing of easements, frontage construction, and offsite construction are to be decided during review of improvement plans. This development will be required to comply with the Franklin Sewer Study as updated.

3. The applicant will be required (where applicable) to extend all sewer and water mainlines to the center of adjacent roadways for connectivity by future developments. Locations of said extensions will be decided during the review of the improvement plans.

4. Each buildable lot shall be provided with individual sewer service. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately.

5. Any easements for sewer lines not in the right-of-way should be at a width sufficient to construct same and not less than 20 feet in width. Easements for adjacent sewer and water lines not in the right-of-way shall be at a width sufficient to construct the same and shall be no less than 30 feet in width.

6. All weather surfaces may be required adjacent to mainlines that fall outside the public right-of-way. All weather surfaces shall be constructed sufficiently to support heavy equipment necessary to construct and maintain sewer under all seasonal weather conditions.

Irrigation

1. The Preliminary Plat shows the A-Drain running through the subdivision. the A-Drain is owned and operated by the City of Caldwell. A-Drain tiling plans will need to be reviewed and approved before any construction work may commence. Existing easements and/or right-of-ways for this facility and any other irrigation facility shall be determined and clearly indicated on

PA1

the construction plans and on the final plat (excluding prescriptive easements). Construction across or re-routing of these facilities is subject to approval by the City and must be clearly delineated on the constuction drawings.

2. The developer shall maintain any existing upstream drainage rights and downstream irrigation rights across the property. During the design phase of this project, the developer or his engineer is to contact the appropriate irrigation district to help ascertain these rights. Appropriate facilities shall be provided by the developer to convey irrigation and drainage water across the property to take care of these offsite needs. There is to be no discharge of gravity irrigation return water into the subdivision storm water system.

3. The development is to include a non-potable water pressure irrigation system. The design of this pressure irrigation system is to be reviewed and approved by the Caldwell Municipal Irrigation District prior to construction plan approval. The development shall connect into the Sky Ranch pump station and will be required to run a ten inch (10") pressure irrigation line through the platted site, connecting on the south and stubbing the line to the east. Exact alignment of this PI line and be worked out with CMID staff during project design.

4. Each lot shall be provided with a pressure irrigation service.

5. All pressure irrigation mainlines shall be located on private property excepting at street crossings, and within a public utility easement of a minimum of 10 feet in width centered over said mainlines.

6. The applicant shall ensure that an adequate continuous irrigation supply flow is available to meet the pressure irrigation system requirements.

7. Supplying irrigation district shall approve the location of the delivery point.

8. The applicant shall transfer a proportionate share of any existing water right(s), except those held in trust by an irrigation district, to the City of Caldwell for both irrigation and domestic water supply for the subject development. If this should occur, The City shall assist in registering the transfer.

9. Irrigation facilities shall be located outside the public-right-of-way and shall be moved, adjusted and/or improved as necessary to facilitate required street improvements.

Storm Drain

1. As noted previously, provision is to be made for the disposal of stormwater drainage in accordance with the City Stormwater Management Manual and any updates adopted subsequent to this application. It is to be noted that retention designs will be denied in most instances. A copy of this policy is available upon request. The engineer of record is to provide calculations, which indicate that the assumptions in his stormwater drainage plan comply with the requirements of the stormwater manual

2. The applicant shall identify and retain all historical drainage discharge points from the property for the purpose of draining on site storm water detention facilities.

PA1

3. The final plat drawing should indicate that storm water detention basins are to be placed in common lots in accordance with the referenced Stormwater policy. A note should be placed on the final plat indicating that all areas designated as common areas are to be operated and maintained by the business owners association.

Plat

1. Prior to approval of the final plat, subdivision facilities must be completed or an appropriate construction security provided. There may be temporary restrictions to the obtaining of building permits, even with acceptable construction security, depending on fire protection, emergency service requirements, and City approval of the sanitary sewer system. A 50% temporary restriction to obtaining of building permits will be enforced until all facility construction has been completed, inspected and certified by the developers engineer including all punch list items.

2. Upon recordation of the plat, the Engineering Department is to be provided with a reproducible Mylar copy of said document, suitable for blue line reproduction.

3. An electronic (dwg.) copy of the Final Plat suitable for mapping and addressing purposes will be required with Final Plat submittal.

PA1