

**Before the Caldwell Hearing Examiner
City of Caldwell, Idaho
Public Hearing Held August 18, 2020**

Subject: Case No. CMP-20-05/ANN-20-03/SUB-20-06 (project name—North Ranch Business Park)

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

- Amend the Comprehensive Plan from Commercial and Service to Manufacturing & Production
- Annex 115 acres approximately 25± acres of frontage on Hwy 20/26 is proposed as C-3 (Service Commercial) Zone and 90± acres is requested to be zoned M-1 (Light Industrial)
- Construct a 33 lot Commercial/Industrial Subdivision

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I COURSE OF PROCEEDINGS

- 1.1 The Caldwell Planning and Zoning Department issued a notice of Public Hearing on application **CMP-20-05/ ANN-20-03/SUB-20-06** to be held before the Caldwell Hearing Examiner on August 18, 2020. Public notice requirements set forth in Idaho Code, Chapter 65, Local Planning Act, were met. On, or before, August 2, 2020, notice was published in the Idaho Press Tribune, and on, or before, July 21, 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, August 7, 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: BVA North Ranch LLC, 901 Pier View Drive, Suite 201, Idaho Falls, Idaho 83402
- 2.2 REPRESENTATIVE: Roberta Stewart, 2775 W. Navigator, Suite 250, Meridian, Idaho 83402
- 2.3 REQUEST: The applicant is requesting to annex a 115 acres on the northwest corner of Hwy 20/26 and Smeed Parkway (parcel R35276) located in Canyon County. Approximately 25± acres of frontage on Hwy 20/26 is proposed as C-3 (Service Commercial) Zone and 90± acres is requested

to be zoned M-1 (Light Industrial) requiring a Comprehensive Plan amendment from Commercial and Service to Manufacturing & Production. The applicant is also requesting approval of a preliminary plat for North Ranch Business Park Subdivision containing 33 total commercial/industrial lots. Within the C-3 zone, the applicant proposes the construction of a gas station/convenience store, large medical office building with urgent care, bank with drive through, attractive office flex buildings, and various retail and office buildings. Within the M-1 Zone, the applicant is proposing nine or more light industrial buildings ranging from 55,000 sf to 273,000 sf. The buildings will support typical light industrial activity such as warehousing, distribution, light assembly/packing, office, and educational/laboratory space.

2.4 COMPREHENSIVE PLAN DESIGNATION: The 2040 Caldwell Comprehensive Plan Map designation for the North Ranch property is Service Commercial. The applicant is proposing that 25± acres fronting Hwy 20/26 to remain as a “Commercial and Service” designation, but change the remaining 90± acres to “Manufacturing & Production”.

- **Commercial & Service** – 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.
- **Manufacturing & 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.

The applicant has stated the “Project, therefore, will be a natural extension of the light industrial activity found in Sky Ranch. Finally, the “Manufacturing & Production” designation will bring a desirable mixed-use component to the area that allows light industrial activity to intersect with intensive commercial services like a gas station/service store and bank with drive-through. All are intensive uses that will work well with the high traffic pattern of Hwy 20/26.”

2.5 ANNEXATION: the applicant is requesting approximately 25± acres fronting Hwy 20-26 be zoned C-3 Service Commercial and the applicant proposes a gas station/convenience store, medical offices with urgent care, bank with drive through, flex building, office building, and retail buildings. The remaining 90± acres would be zoned M-1 (Light Industrial) will be used for light industrial activity such as warehousing, distribution, and packaging/assembly, which is a total of 115 acres.

2.6 INFRASTRUCTURE: In the Development Agreement of the Urban Renewal Agency (INST #2020-031452), the agency agreed to design and install, at its own expense, public roads, utilities, and irrigation facilities for the Project. Construction of those public improvements is scheduled to begin in late July 2020, and the work should be completed during the Fall of 2020.

2.7 PROJECT DESIGN: The overall size and shape of a new building(s) can have a huge impact on the surrounding area and on how a development is perceived by the community. Quality building design can contribute to livability, improved aesthetics and the sense of community identity. Therefore, the City should promote building design that is visually compatible with surrounding development and enhances the community in order to create and retain attractive neighborhoods and business districts.

Features to consider of commercial properties include:

- a. Richness of surfaces and texture;
- b. Use of durable, low maintenance materials;
- c. Significant wall articulation (insets, canopies, wing-walls, trellises, porches, balconies);
- d. Pitched roofs and shed roofs;
- e. Roof overhangs;
- f. Traditional window rhythm;
- g. Articulated mass and scale;
- h. Significant landscape and hardscape elements;
- i. Landscaped and screened parking;
- j. Comprehensive and appealing monument signs;
- k. Clear visibility of entrances and retail signage;
- l. Clustering of buildings to provide pedestrian courtyards and common areas and;
- m. Step-down of buildings scale along pedestrian routes and buildings entrances.
- n. Exterior lighting shall not impact neighboring properties.

The design issues facing industrial land use may not be based as much on building scale, massing, or entry issues, but more on the visual impacts to adjacent properties and issues such as: noise, vibration and odors. These issues would have a significant impact to adjacent and nearby properties. Features to consider of industrial properties include:

- a. Take caution when planning to build new industrial development near residential properties;
- b. Create design criteria for industrial development, which is adjacent to or near residential development;
- c. Create landscaped and screened parking areas;
- d. Develop guidelines for landscape and hardscape elements along public right-of-ways;
- e. Provide pedestrian access on the site;
- f. Provide employee courtyards;
- g. Create clear visibility of entrances; and
- h. Create comprehensive and appealing monument signs.
- i. Exterior lighting shall not impact neighboring properties.

Because of the proximity to single family homes, the applicant is proposing buildings for the M-1 zone containing more design features which would enhance their appearance and attract higher caliber users. The buildings will include modulations in the facades and will use materials such as EFIS, metal accents, concrete forms or other texture changes to give the buildings a more modern and interesting appearance.

- 2.8 **LANDSCAPING:** The project abuts single family homes on its west and north boundaries. During preliminary review of this application, staff requested that a 30 ft. landscaping buffer be provided along the north, east and west boundaries of the property. The applicant proposes a bermed landscape buffer that is 30' wide and 5' high at all locations contiguous to residential homes. According to the applicant, the berm would obscure the view of the industrial buildings, as well as, further mitigate any light spillage or noise that may emanate from the perimeter of the Project.

The development shall be required to comply with Article 7 Caldwell City Landscaping Ordinance.

As per Section 10-07-08 (11) of City Code, buffers along Hwy 20/26 City Code requires that have frontage along Highway 20/26 shall install a thirty foot (30') wide street landscape buffer that shall contain a detached sidewalk and accompanying sidewalk landscaping, upon development. The applicant should be required to provide 1 Class II tree for every 35 feet of linear frontage along Hwy 20/26 and 1 shrub for every 7 linear feet of frontage along this street, as well.

Staff proposes to increase the landscaping along the gateway corridor of Hwy 20/26.

2.9 COMPREHENSIVE PLAN COMPONENTS APPLICABLE TO THE REQUEST:

Land Use: The subject property is surrounded by the following uses:

<u>Direction</u>	<u>Zone</u>	<u>Comprehensive Map</u>	<u>Current Use</u>
Site	County/ Commercial w/APO-2 zone	Commercial	Agricultural
North	R2	Medium Density Residential	Single Family Dwelling Units Agricultural/Vacant
South	C-3 C-4 M-1	Service Commercial Freeway Commercial Light Industrial	Sky Ranch Business Park
East	R-1 C-3	Low Density Residential Service Commercial	Future Vallivue elementary school- and middle school/ RV Ambassador Resort and retail space
West	R-2 C-3	Medium Density Residential Service Commercial	Single Family Dwelling Units (Voyage Crossing and Marble Front West

2.10 TRANSPORTATION/CONNECTIVITY: The subject property's primary frontage is onto Highway 20/26, a major arterial roadway. As stated, the Urban Renewal Agency (Resolution No. 110-20), agreed to design and install, at its own expense, public roads, utilities, and irrigation facilities for the Project. Engineering Department will place all standard improvement requirements per Federal, State and local standards, policies and specifications when the applicant submits civil plans or building permits. This project is under construction. These proposed roadway will provide interior access throughout the site. Major access will continue to come from Hwy 20/26, while the secondary access will come from Smeed Parkway.

2.11 PUBLIC SERVICES, UTILITIES AND FACILITIES: The engineering department, fire marshal, building department, police department, Vallivue School District, Pioneer and Black Canyon Irrigation Districts, Boise Project Board of Control, ITD, Caldwell Transportation, Brown Bus Company, Valley Regional Transit, COMPASS, Idaho Power, Intermountain Gas, Southwest District Health, Caldwell Airport, and Bureau of Reclamation were all sent a request for comment on July 28, 2020. Pioneer Irrigation District stated that the project may impact to the "A" Drain.

Engineering Report (PA-1)

The Engineering Department provides the following comments for BVA North Ranch LLC who is requesting to annex 115 acres on the northwest corner of State Hwy 20/26 and Smeed Parkway, a.k.a. parcel R35276. The approximate 25± acres of frontage on Hwy 20/26 is proposed as C-3 (commercial service) zone and 90± acres is requested to be zoned M-1 (light industrial) requiring a Comprehensive Plan amendment from Commercial and Service to Light Industrial. The

applicant is also requesting approval of a preliminary plat for North Ranch Business Park Subdivision containing 33 total commercial and industrial lots.

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) if applicable;
 - b. 10 foot Sidewalk along 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 minimum 10 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 July 14, 2020 by CR Engineers, right hand turn lanes may be required for both 20/26 access points. This would necessitate additional right of way to accommodate these turn lanes and coordination with the City and ITD.
2. Smeed Parkway is classified as a Collector, however, the traffic impact study conducted by CR Engineers has recommended a 5 lane section between Highway 20/26 and Muller Lane. This section of roadway will require additional right-of-way to be dedicated by said development, totaling a full road width of up to ninety-eight (98) feet.
3. Muller Lane, West Street and East Street have had the appropriate Rights-of-way already dedicated and meet the City Standards.
4. 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, west bound right hand turn lanes may be required for one or both access points on Highway 20/26. Development requirements also include a 10 foot sidewalk, street lighting and/or any other frontage improvement required by City Code along the Highway 20/26. Additional Improvements may be required of the applicant at the time of construction.
2. Smeed Parkway, Muller Lane, West Street and East Street are proposed for development as an internal public road system funded by the Caldwell Urban Renewal Agency. Those improvements shall include potable water, sewer, sleeves under the aforementioned roadways for dry utilities (gas, power, communications, etc), roadways, curb, gutter, sidewalk, storm drain, and street lights.
3. Any approaches on Smeed Parkway shall meet requirements as specified in the Caldwell Access Control Standards for State Administered Highways and City Administered Surface Streets Ordinance and recommendations of the traffic Impact Study conducted for the site. No public access points will be permitted into the site from Smeed Parkway, North of Muller Lane (to avoid conflicts with the Schools on the east side of the road). Access points proposed into the site from Smeed Parkway between Highway 20/26 and Muller shall be reviewed by the City Engineering

Department for compliance with access standards in place at the time the request for access is made.

Traffic Mitigation

The following are the required traffic related mitigation measures for the North Ranch Subdivision resulting from the traffic impact study pursuant to City Code Chapter 10, Article 10 conducted by CR Engineers on July 14th, 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 North Ranch Subdivision is expected to generate 1,625 trips in the critical (A.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 233% 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 233% 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 233% 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 eastbound dual left turn from US 20/26 onto Smeed Parkway.
 - (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 233% 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 will be available from a 12-inch line in Muller Lane, 12-inch line in Smeed Parkway, and 8-inch lines in West Street and East Street upon completion of the Urban Renewal Project.

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 West Street and East Street. 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 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.
2. 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 or issuance of a building permit. The development shall construct a new pump station and pressure irrigation (PI) main line around the proposed site. Exact alignment of this PI line shall be determined during plan review of said system.
3. Each lot shall be provided with a pressure irrigation service.
4. 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.
5. The applicant shall ensure that an adequate continuous irrigation supply flow is available to meet the pressure irrigation system requirements as outlined in the current Caldwell Municipal Irrigation District standards.
6. Supplying irrigation district shall approve the location of the delivery point.
7. 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.
8. Existing and gravity 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.

2.10 **RIGHT-OF-WAY/STREET IMPROVEMENTS:** The applicant should be required to provide right-of-way (ROW) dedication and street improvements as part of this request in accordance with Caldwell City Engineering requirements to be reviewed at time of development/building permit application. Curb, gutter, sidewalk and landscape buffering will be required. All local streets should be constructed in accordance with all City of Caldwell standards for local roadways and specifications. Improvements should include (but are not limited to) curb, gutter, sidewalk, asphalt, streetlights, joint trench, communication conduit, storm drainage facilities, etc.

2.11 **ALTERNATIVE TRANSPORTATION:** As the community continues to grow the need for alternation transportation opportunities have become evident. Valley Regional Transit, ComputeRide and others are beginning to be noticed as real alternatives to driving individual automobiles. Rideshare has also become an option. Another alternative to private vehicles is bicycles and e-bicycle. Bicycle racks are required within the site (Chapter 10-02-05 (6)A. Based upon the proposed site design there should be easy bicycle access to each structure from Smeed Parkway and Hwy 20/26. It should be mentioned at Electric Vehicle Charging station/s are required (10-02-05(3)E).

III PUBLIC TESTIMONY

3.1 Before the Hearing Examiner, August 18, 2020

Reserved for Hearing Examiner

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 - 2040 Comprehensive Plan (Map), Annexation, and Preliminary Plat for Service Commercial and Light Industrial Development.

The Caldwell Hearing Examiner accepts the Comprehensive Plan Components as listed below.

- 5.1 The requests for a Comprehensive Plan Amendment (Map) of 115 acres, Annexation, Preliminary Plat for Service Commercial and Light Industrial Development was found to be consistent with the following Comprehensive Plan Components:

GOALS AND POLICIES – Population (Chapter 2)

Goal 1: Maintain a high quality of life and livability in the community.

- Policy 1-1: Plan for anticipated population and households that the community can support with adequate services and amenities.

GOALS AND POLICIES – Economic Development (Chapter 4)

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.

GOALS AND POLICIES – Land Use (Chapter 5)

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 – Natural Resources (Chapter 6)

GOAL 1: Preserve, protect, and enhance the City's water resources.

- Policy 1-3: Implement the City storm water management policy.
- Policy 1-4: Prevent the collection and conveyance of untreated stormwater, created by new development, into surface bodies of water by requiring developers to comply with local, state, and federal stormwater policies. Stormwater designs must be consistent with the National Pollution Discharge Elimination System (NPDES) permit requirements.

GOALS AND POLICIES – Public Services, Utilities, and Facilities (Public Works) (Chapter 8)

GOAL 1: Ensure that there are adequate public services and infrastructure to meet the needs of the public.

- Policy 1-1: Enforce the policies and implement the recommendations of the Public Facilities Plan. Require land developers to discuss land acquisition needs with a public agency whenever a new facility is necessary.
- Policy 1-2: Provide for the orderly expansion of public services to meet the needs of population growth, and ensure that adequate infrastructure is in place to serve new development.
- Policy 1-5: Assure that a development provides adequate water supply for fire flow.

GOAL 4: Protect the public, health, and general welfare of the citizens of Caldwell.

- Policy 4-2: Meet the requirements of local, state and federal water quality standards through a variety of practices and facilities.
- Policy 4-3: Require new development to meet the City's public infrastructure design standards, and any other applicable public entity's adopted policies.
- Policy 4-4: Protect the City's domestic water supply by insuring that new development utilize pressurized irrigation systems for irrigation, unless the proposed development does not have water rights.

GOAL 5: Provide for a safe and secure community.

- Policy 5-1: Access for emergency vehicles and responders should be given the highest Priority in the design of new development.
- Policy 5-2: Develop new neighborhoods with arterial and collector streets for co-lateral circulation, proper ingress/egress for emergency vehicles, including secondary routes, adequate street widths and turning spaces.
- Policy 5-3: Assure that adequate lighting is installed in all developments.
- Policy 5-5: Install built-in proactive fire protection systems (automatic fire sprinklers with fire alarm systems) when required by building and fire codes.
- Policy 5-6: Ensure that street, parking and driveway designs are adequately sized to accommodate the turning radius of public safety equipment.

Conditions shall be placed and incorporated into the Development Agreement for the subject property to ensure development complies with Goals and Policies of this section.

GOALS AND POLICIES – Transportation (Chapter 9)

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 2: Protect public safety and the environment.

- Policy 2-1: Ensure that lots have sufficient frontage and/or accessibility to public streets to mitigate public health and safety concerns.

GOAL 3: Create more cohesive, interconnected and walkable neighborhoods.

- Policy 3-2: Encourage new residential development to incorporate safe and interconnected bicycle and pedestrian ways in their platting efforts as an alternative mode of transportation.
- Policy 3-3: Upgrade older sidewalks and build new sidewalks in locations where they do not currently exist.

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

GOAL 5: Protect the integrity of arterial corridors.

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

Conditions shall be placed and incorporated into the Development Agreement for the subject property to ensure development complies with Goals and Policies of this section.

GOALS AND POLICIES – Recreation (Chapter 10)

GOAL 2: Support public and private parks and recreation systems that promote healthy lifestyles by offering active and passive recreational opportunities.

- Policy 2-2: Require land developers to install pathways and bicycle facilities that are consistent with recommendations of the Pathways and Bike Route Master Plan.

Conditions shall be placed and incorporated into the Development Agreement for the subject property to ensure development complies with Goals and Policies of this section.

GOALS AND POLICIES – Community Design

GOAL 1: Foster growth and redevelopment in a manner that will enhance and improve the City's visual image.

- Policy 1-1: Promote, encourage and maintain an aesthetically pleasing city.
- Policy 1-2: Continue to work toward the elimination of blight and areas of deterioration.
- Policy 1-3: Create aesthetically pleasing entrance corridors into the city.
- Policy 1-4: Ensure that new development enhances rather than distracts from the visual image of surrounding areas.
- Policy 1-5: Control the spread of noxious weeds.
- Policy 1-6: Discourage or screen unsightly land uses in locations where they are visible from a gateway street.

Conditions shall be placed and incorporated into the Development Agreement for the subject property to ensure development complies with Goals and Policies of this section.

- 5.2 The requests for a Comprehensive Plan Amendment (Map) of 115 acres, Annexation, Preliminary Plat for Service Commercial and Light Industrial Development was found to be consistent with the following Comprehensive Plan Components:

VI FINDINGS OF FACT – COMPREHENSIVE PLAN AMENDMENT (MAP) - Amend Comprehensive Plan Map of 90 ± acres from Commercial and Services to Manufacturing & Production

- 6.1 The Caldwell Hearing Examiner 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 Hearing Examiner 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 Hearing Examiner hereby recommends to the Mayor and City Council that **Case No. CMP-20-05 (project name—North Ranch Business Park)** to amend the 2040 Comprehensive Plan Map from Service Commercial to Light Industrial for 90± of parcel R35276 is recommended for **approval/denial** 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 the development agreement.

8.3 A development agreement, as prepared by the planning and zoning department, shall be approved by City Council in conjunction with applications ANN-20-03/SUB-20-06.

IX FINDINGS OF FACT - ANNEXATION

9.1 The Caldwell Hearing Examiner accepts Comprehensive plan Component analysis as listed in Section V of this staff report.

X CONCLUSIONS OF LAW - ANNEXATION

10.1 The Caldwell Hearing Examiner 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.

XI RECOMMENDATION - ANNEXATION

11.1 Based on the Findings of Fact and Conclusions of Law, the Caldwell Hearing Examiner hereby recommends to the Mayor and City Council that **Case No. ANN-20-03 (project name—North Ranch Business Park)** to annex 90± acres with the land use category of M-1 (Light Industrial) on a parcel located on the northwest corner of Hwy 20/26 and Smeed Parkway (parcel R35276) in accordance with Exhibits A3 attached hereto is recommended for **approval/denial**:

XII FINDINGS OF FACT - PRELIMINARY PLAT

12.1 The Caldwell Hearing Examiner 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.

XIII CONCLUSIONS OF LAW - PRELIMINARY PLAT

13.1 The Caldwell Hearing Examiner 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.

XIV RECOMMENDATION - PRELIMINARY PLAT

14.1 Based on the Findings of Fact and Conclusions of Law, the Caldwell Hearing Examiner hereby recommends to the Mayor and City Council that Case Number SUB-20-06 a request for a consisting of 11 of commercial lots and 22 light industrial lots on parcel R35276, 115 acre parcel

located on the northwest corner of Hwy 20/26 and Smeed Parkway in Caldwell, Idaho is **approval/denied** with the following conditions of approval (if approved):

- 14.2 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 the development agreement.
- 14.3 A development agreement, as prepared by the planning and zoning department, shall be approved by City Council in conjunction with the annexation and subdivision request.
- 14.4 Comply with all applicable city codes, ordinances, policies, and standards.
- 14.5 The development, design, lot configuration and construction of the project shall be in substantial compliance with the submitted concept development and site plan (See Attached Exhibit A-3 and A-9 of Case File CMP-20-05/ ANN-20-03/SUB-20-06). Any substantial deviations, as determined by the Planning & Zoning Director, from said Exhibit A-3 and A-9, shall require City Council approval, through a public hearing.
- 14.6 Installation and construction of the development as shown on the submitted conceptual site and landscape plan shall be in substantial compliance with the submitted plan (see Exhibit A-3 and A-9 of Case File CMP-20-05/ ANN-20-03/SUB-20-06). The development shall comply with City of Caldwell Landscape Ordinance requirements at the time of development. A detailed site landscape plan including dimensions, easements, showing parking, road names, etc. shall be submitted to the Planning and Zoning Department prior to construction/development on the property.
- 14.7 The developer shall provide for Electric Vehicle Charging changes in conformance with Zoning Ordinance requirements (§10-02-05 (3) E. or as amended).
- 14.8 Comply with the requirements of all applicable agencies, including but not limited to Pioneer Irrigation District, City of Caldwell Engineering Department, City of Caldwell Building Department, and the City of Caldwell Fire Department.
- 14.9 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.
- 14.10 A Traffic Impact Study (TIS) may be required prior to development and shall be completed upon request of the city prior to issuance of a building permit for the phase of development requiring the TIS. The TIS shall comply with all city codes and requirements.
- 14.11 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.
- 14.12 Post and maintain a "Rules and Regulations" sign at the entryways to the commercial/industrial subdivision 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.

- 14.13 Applicant shall comply with all requirements of the City Engineering Department, as specified in Exhibit PA-1 or as amended upon review of construction plans.
- 14.14 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 the development agreement.
- 14.15 Comply with all applicable city codes, ordinances, policies, and standards.
- 14.16 The development shall comply with City of Caldwell Landscape Ordinance requirements at the time of development. A detailed site landscape plan including dimensions, easements, parking, road names, etc. shall be submitted to the Planning and Zoning Department prior to construction/development on the property.
- 14.17 A note shall be included on the face of the final plat indicating that all lots within the development lie within the APO-2 Land Use Limitation Zone. A business permit is required for all occupant uses to be established on the subdivision lots or within existing structures prior to occupancy.
- 14.18 Any requirements deemed necessary as a result of the City Engineer's analysis of the completed traffic study shall be adhered to and completed, proportionate to phasing, prior to City signature on the final plat.
- 14.19 Meet conditions outlined in the engineering report dated 8/10/20 (PA-1).
- 14.20 Exterior lighting shall not impact neighboring properties.
- 14.21 Provide interior bicycle access and bike racks.
- 14.22 A plat note shall be included on the face of the final plat indicating that all lots within the development shall be required to meet Caldwell City Landscaping Code at the time of development or establishment of a use on the lot.

Exhibit "PA-1"
[City of Caldwell Engineering Dept. Review Comments – North Ranch Business Park]

Memorandum

To: Senior Planner, Debbie Root
From: Robb MacDonald, City Engineer
Re: CMP-20-05/ANN-20-03/SUB-20P-06 BVA North Ranch
Date: August 10, 2020

The Engineering Department provides the following comments for BVA North Ranch LLC who is requesting to annex 115 acres on the northwest corner of State Hwy 20/26 and Smeed Parkway, a.k.a. parcel R35276. The approximate 21 acres of frontage on Hwy 20/26 is proposed as C-3 (service commercial) zone and 94 acres is requested to be zoned M-1 (light industrial) requiring a Comprehensive Plan amendment from Commercial and Service to Light Industrial. The applicant is also requesting approval of a preliminary plat for North Ranch Business Park Subdivision containing 33 total commercial and industrial lots.

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) if applicable;
 - b. 10 foot Sidewalk along 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 minimum 10 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 July 14, 2020 by CR Engineers, right hand turn

lanes may be required for both 20/26 access points. This would necessitate additional right of way to accommodate these turn lanes and coordination with the City and ITD.

2. Smeed Parkway is classified as a Collector, however, the traffic impact study conducted by CR Engineers has recommended a 5 lane section between Highway 20/26 and Muller Lane. This section of roadway will require additional right-of-way to be dedicated by said development, totaling a full road width of up to ninety-eight (98) feet.
3. Muller Lane, West street and East street have had the appropriate Rights-of-way already dedicated and meet the City Standards.
4. 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, west bound right hand turn lanes may be required for one or both access points on Highway 20/26. Development requirements also include a 10 foot sidewalk, street lighting and/or any other frontage improvement required by City Code along the Highway 20/26. Additional Improvements may be required of the applicant at the time of construction.
2. Smeed Parkway, Muller Lane, West Street and East Street are proposed for development as an internal public road system funded by the Caldwell Urban Renewal Agency. Those improvements shall include potable water, sewer, sleeves under the aforementioned roadways for dry utilities (gas, power, communications, etc), roadways, curb, gutter, sidewalk, storm drain, and street lights.
3. Any approaches on Smeed Parkway shall meet requirements as specified in the Caldwell Access Control Standards for State Administered Highways and City Administered Surface Streets Ordinance and recommendations of the traffic Impact Study conducted for the site. No public access points will be permitted into the site from Smeed Parkway, North of Muller Lane (to avoid conflicts with the Schools on the east side of the road). Access points proposed into the site from Smeed Parkway between Highway 20/26 and Muller shall be reviewed by the City Engineering Department for compliance with access standards in place at the time the request for access is made.

Traffic Mitigation

The following are the required traffic related mitigation measures for the North Ranch Subdivision resulting from the traffic impact study pursuant to City Code Chapter 10, Article 10 conducted by CR Engineers on July 14th, 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 North Ranch Subdivision is expected to generate 1,622 trips in the critical (A.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 $\frac{1}{2}$ 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 233% 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 233% 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 233% 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 Eastbound dual left turn from US 20/26 onto Smeed Parkway.
 - (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 233% 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 will be available from a 12-inch line in Muller Lane, 12-inch line in Smeed Parkway, and 8-inch lines in West Street and East Street upon completion of the Urban Renewal Project.

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 West Street and East Street. 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 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.
2. 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 or issuance of a building permit. The development shall construct a new pump station and pressure irrigation (PI) main line around the proposed site. Exact alignment of this PI line shall be determined during plan review of said system.
3. Each lot shall be provided with a pressure irrigation service.
4. 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.
5. The applicant shall ensure that an adequate continuous irrigation supply flow is available to meet the pressure irrigation system requirements as outlined in the current Caldwell Municipal Irrigation District standards.
6. Supplying irrigation district shall approve the location of the delivery point.
7. 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.
8. Existing and gravity 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

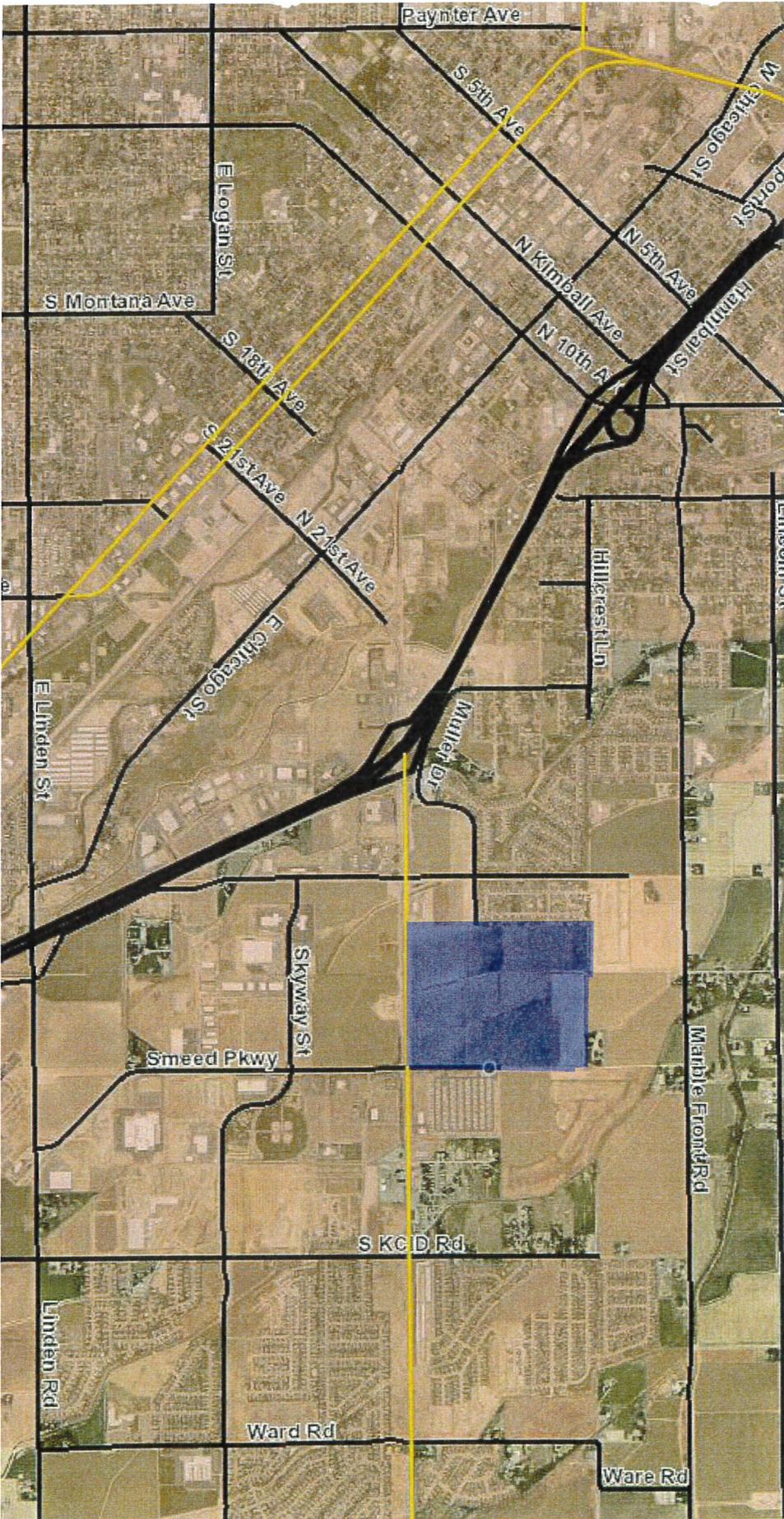
the final plat indicating that all areas designated as common areas are to be operated and maintained by the business owners association.

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.

VICINITY MAP

North Ranch Business Park (0 Hwy 20-26 / Parcel No. R3527600000)

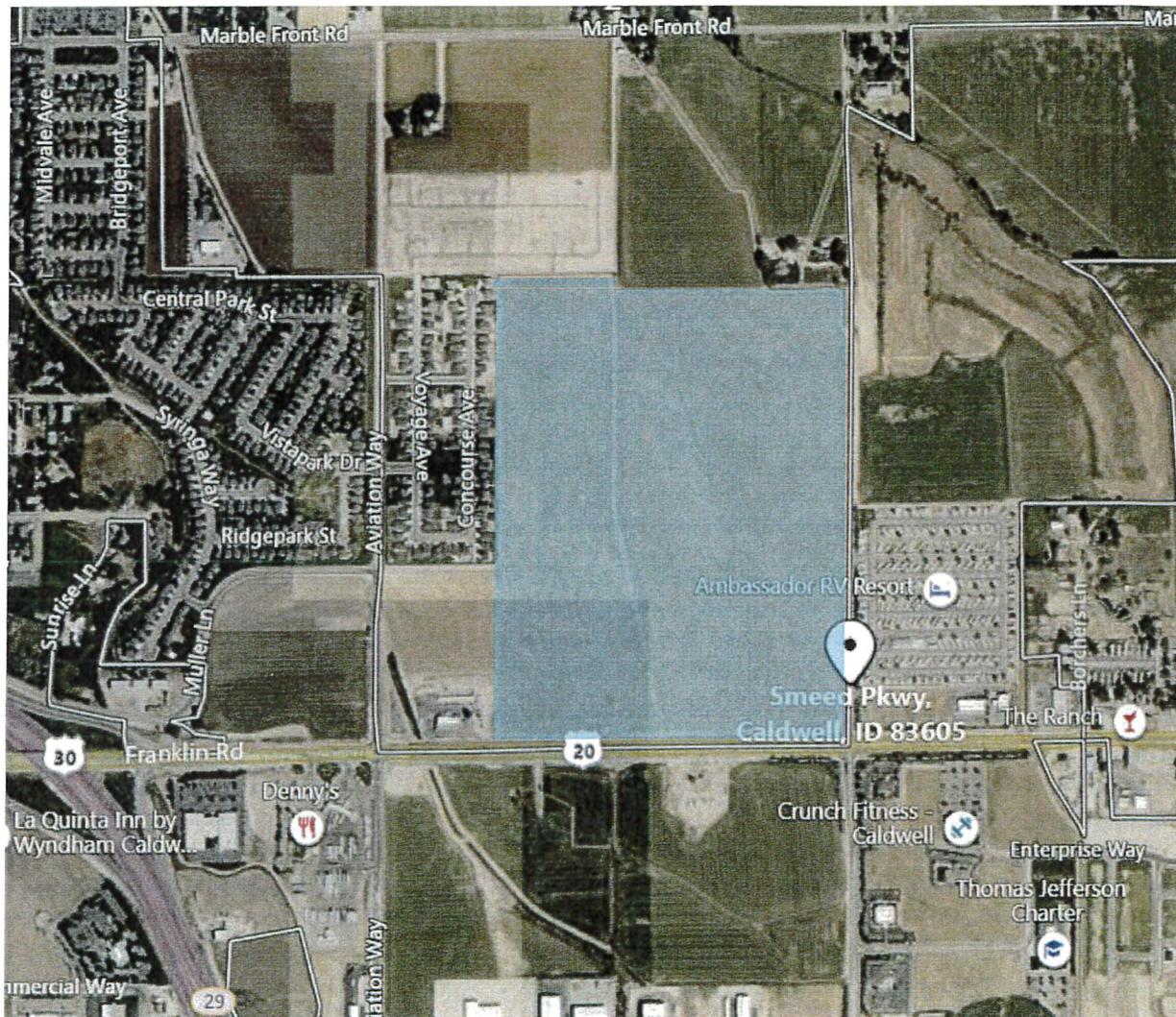


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EXHIBIT A

Vicinity Map



A4

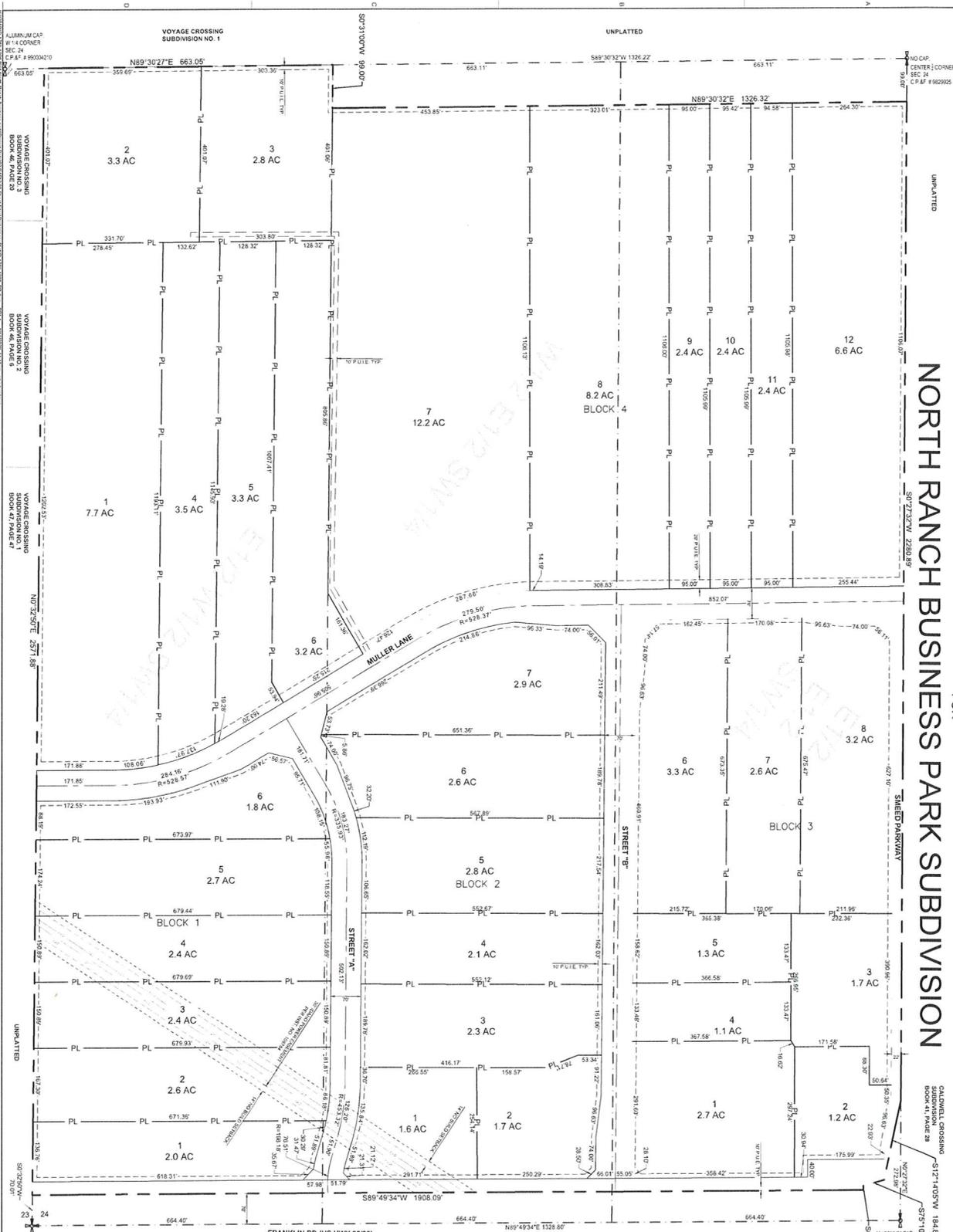
Exhibit "A-3 "Development Plan

PRELIMINARY PLAT

FOR

NORTH RANCH BUSINESS PARK SUBDIVISION

CADDWELL CROSSING
BLOCK 41 PAGE 28
SECTION 24
C.P.M. # 9622015



- LEGEND**
- SUBDIVISION BOUNDARY
 - SECTION LINE
 - LOT LINE
 - CENTERLINE
 - EASEMENT
 - EXISTING EASEMENT
 - PROPOSED EASEMENT
 - BLOCK NUMBER
 - SECTIONAL CORNER
 - SECTIONAL CORNER
 - CALCULATED POINT
 - PARCEL UTILITY & PRODUCTION EASEMENT
 - PILE



PP1.1

PAGE 2 OF 4

NORTH RANCH BUSINESS PARK

CADDWELL, IDAHO

PRELIMINARY PLAT

LOT DIMENSIONS AND EASEMENTS

DRAWING INFO		REVISIONS	
DATE	DESIGNED	REV #	DATE
8/12/2020	MDK		
	MDK		
	FB		
PROJECT ID: 1769-1906		SEE GENERAL NOTES SHEET	

WARNING

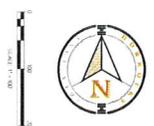
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HORROCKS ENGINEERS

2162 West Grove Pkwy., Suite 400
Pleasant Grove, UT 84062

(801) 763-5100
www.horrocks.com

PRELIMINARY PLAT FOR NORTH RANCH BUSINESS PARK SUBDIVISION



PP1.3
PAGE 4 OF 4

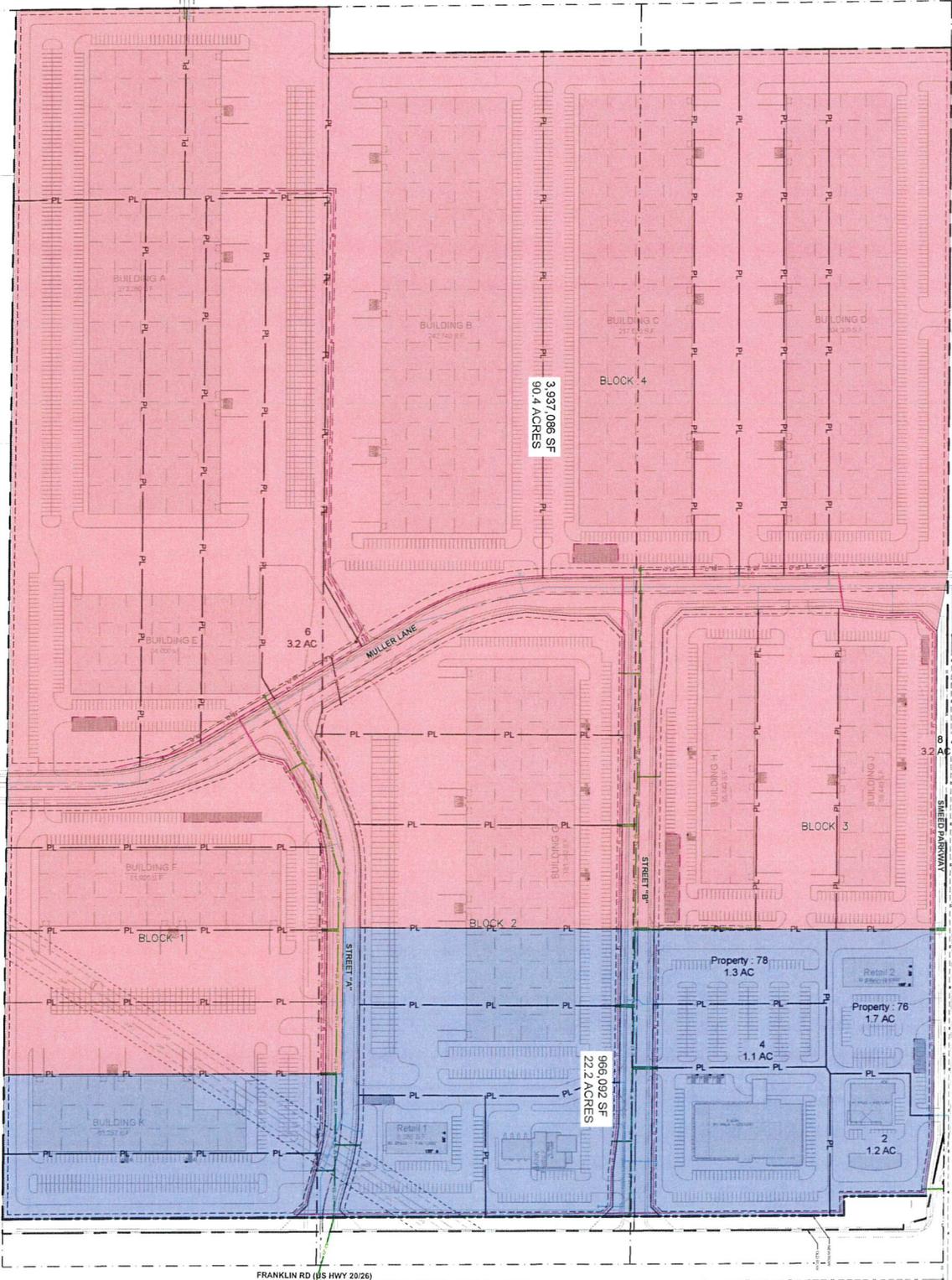
NORTH RANCH BUSINESS PARK
CALDWELL, IDAHO
PRELIMINARY PLAT
SITE PLAN

DRAWING INFO		REVISIONS	
DATE	8/12/2020	REV #	DATE
DESIGNED	MDK		
DRAWN	MDK		
CHECKED	RS		
PROJECT	ID-1769-1906		

WARNING
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IF THIS BAR DOES NOT MEASURE 2" THEN DRAWING IS NOT TO SCALE

HORROCKS ENGINEERS
2162 West Grove Pkwy., Suite 400
Pleasant Grove, UT 84062
(801) 763-5100
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PRELIMINARY PLAT
FOR
NORTH RANCH BUSINESS PARK SUBDIVISION



PROJECT: 1501 NORTH RANCH BUSINESS PARK SUBDIVISION PRELIMINARY PLAT (SHEET 4 OF 4) DATE: 7/31/2020
 DRAWN: MDK CHECKED: RS PROJECT: ID: 1769-1906

PP1.3
PAGE 4 OF 4

NORTH RANCH BUSINESS PARK	
CALDWELL, IDAHO	
PRELIMINARY PLAT	
SITE PLAN	

DRAWING INFO		REVISIONS	
DATE	DESIGNED	REV #	DATE
7/31/2020	MDK		
	MDK		
	RS		
PROJECT: ID: 1769-1906		*SEE GENERAL NOTES SHEET	

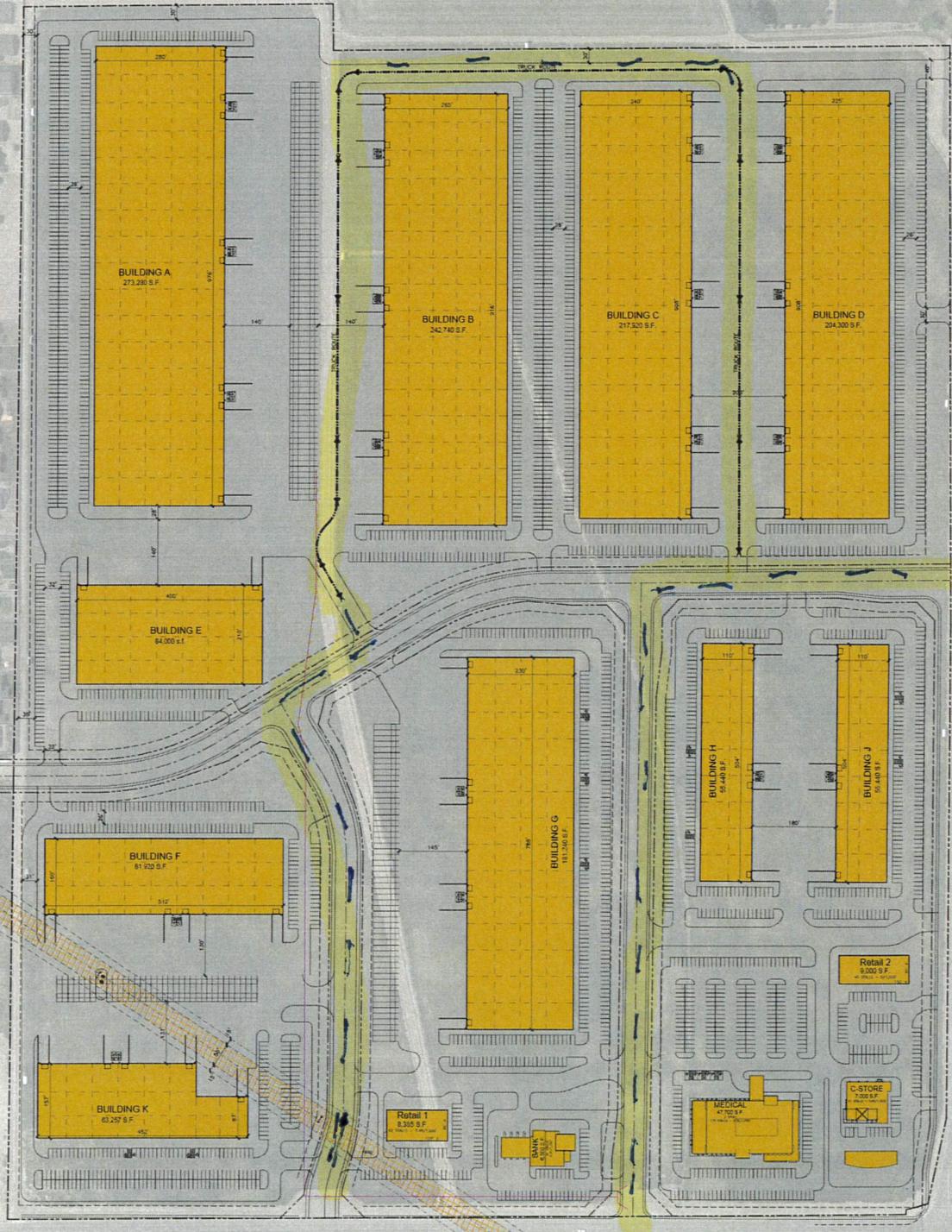
WARNING
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8/12/20

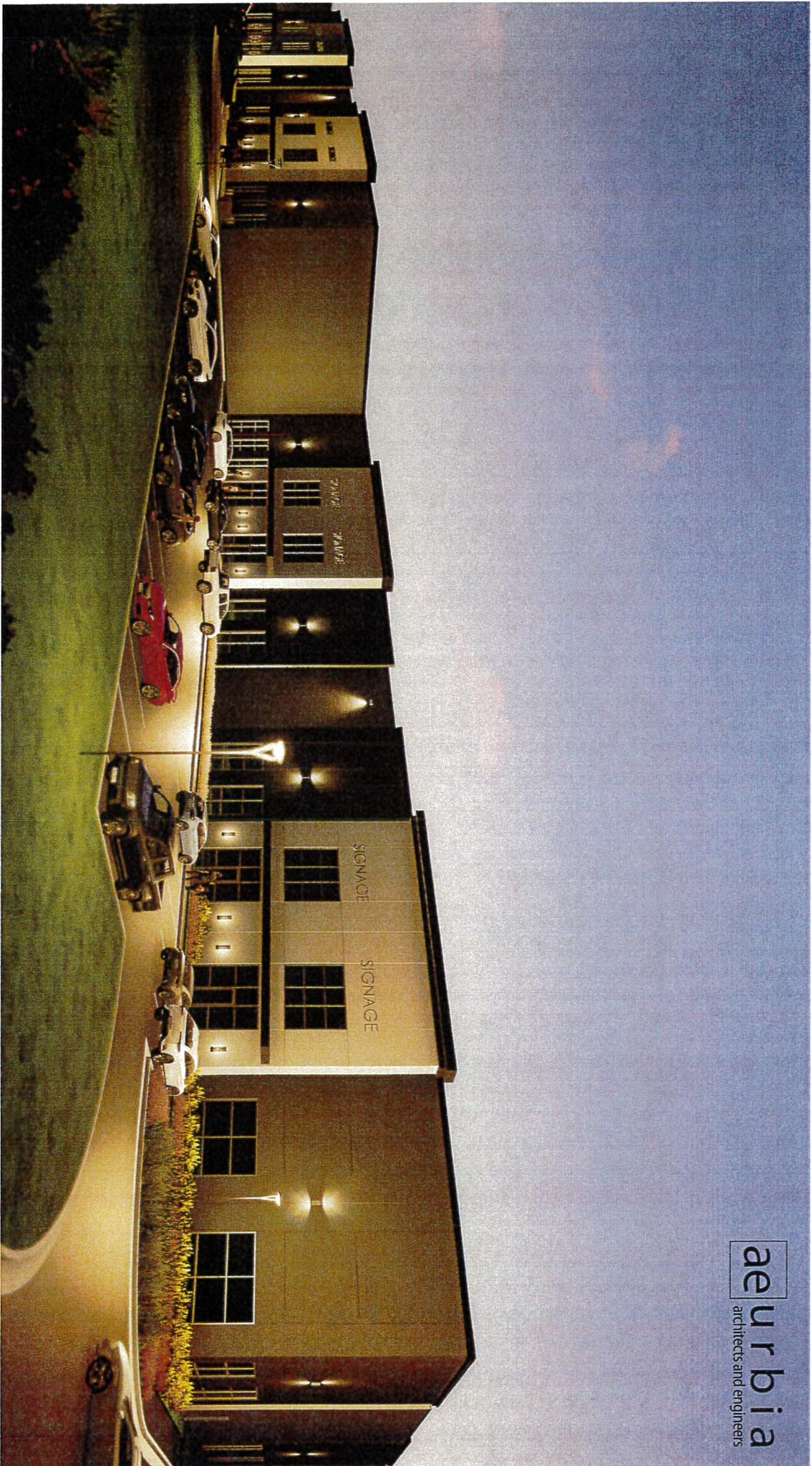
Traffic Route

PAK



TOTAL FLEX AREA
1,459,537 S.F.

Elevations



aeurbia
architects and engineers



ae urbia
architects and engineers



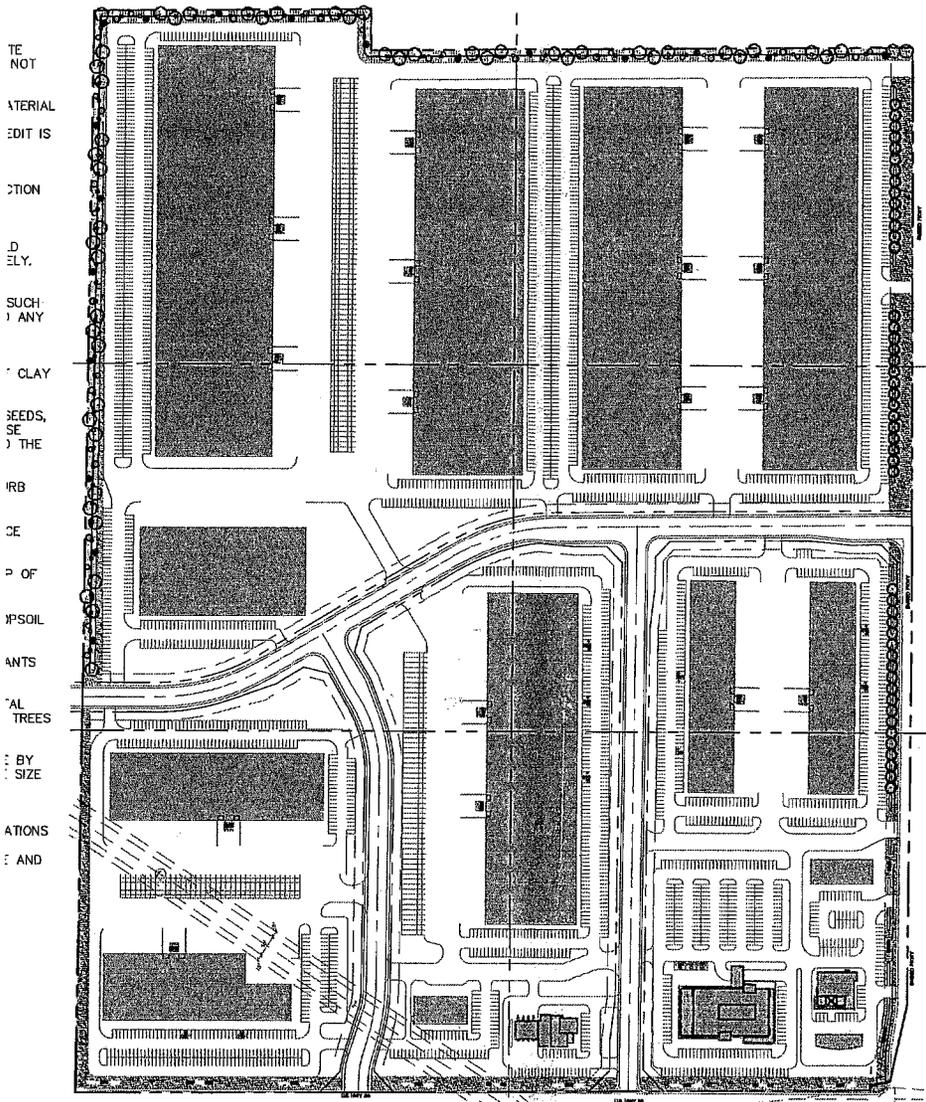
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aeurbia
architects and engineers

Exhibit "A-9" Landscaping Plan

SUB



OVERALL LANDSCAPE PLAN
 Scale 1" = 200'-0"

PLANT SCHEDULE

DECIDUOUS TREES	QTY	BOTANICAL / COMMON NAME	SIZE
	52	Fraxinus americana 'Autumn Purple' Autumn Purple Ash	2" CAL. B&B
	48	Gleditsia triacanthos 'Skyline' Skyline Honey Locust	3" CAL. B&B
EVERGREEN TREES	QTY	BOTANICAL / COMMON NAME	SIZE
	18	Picea pungens 'Glauca' Colorado Blue Spruce	7'-8' B&B
	16	Pinus nigra Austrian Pine	6'-8' B&B
	18	x Cupressocyparis leylandii Leylandi Cypress	6'-8' B&B
FLOWERING TREES	QTY	BOTANICAL / COMMON NAME	SIZE
	47	Prunus x cerasifera 'Crispizam' Crimson Pointe Flowering Plum	2" CAL. B&B
SHRUBS	QTY	BOTANICAL / COMMON NAME	SIZE
	101	Cornus sericea 'Isanti' Isanti Redosier Dogwood	5 GAL.
	62	Cotoneaster dammeri 'Streibs Finding' Streibs Finding Cotoneaster	5 GAL.
	63	Juniperus horizontalis 'Blue Chip' Blue Chip Juniper	2 GAL.
	59	Ligustrum vicaryi Golden Privet	5 GAL.
	108	Ligustrum vulgare 'Lodense' Lodense Privet	5 GAL.
	30	Physocarpus opulifolius 'Dart's Gold' Dart's Gold Ninebark	5 GAL.
	68	Physocarpus opulifolius 'Diablo' Diablo Ninebark	5 GAL.
	103	Physocarpus opulifolius 'Summer Wine' Summer Wine Ninebark	5 GAL.
	136	Pinus mugo 'Pumilio' Mugo Pine	5 GAL.
	30	Spiraea x bumalda 'Goldflame' Goldflame Spirea	2 GAL.
	76	Syringa vulgaris 'Sensation' Sensation Lilac	5 GAL.
ANNUALS/PERENNIALS	QTY	BOTANICAL / COMMON NAME	SIZE
	200	Hemerocallis 'Stella de Oro' Stella de Oro Daylily	1 GAL.
	76	Salvia nemorosa 'May Night' May Night Sage	1 GAL.
GROUND COVERS	QTY	BOTANICAL / COMMON NAME	SIZE
	169,501 sf	Turf Sod Rhizomatous Rhizomatous Tall Fescue	

LANDSCAPE CALCULATIONS TABLE:

STREET:	L.F. FRONTAGE:	BUFFER WIDTH:	#OF TREES:	#OF SHRUBS:
SMEED PKWY. - EAST	2207'	20'	63	315
U.S. HWY. 26 - SOUTH	1560'	30'	31	312

LANDSCAPE REQUIREMENTS:

Per Caldwell City Code, Chapter 10-07 Caldwell Landscaping Ordinance. Landscape Plan complies.

AREA	REQUIREMENT	TREES PROVIDED	SHRUBS PROVIDED
ADJOINING USES BUFFER -WEST (30' WIDE) -NORTH (30' WIDE)	1 tree/35 L.F.; shrubs 2'-8' int.	45	210
	1578/35=45	60	288
	2087/35=60		
STREET BUFFER -SMEED PKWY.	1 tree/35 L.F.; 1 shrub/7 L.F.	64	318
	2207/35=63; 2207/7=315		
-U.S.HWY. 26	1 tree/50 L.F.; 10 shrub/50 L.F.	32	321
	Periodic berms, 1 boulder/75 L.F.		
	1560/50=31; 1560/50=31.2*10=312		
	1560/75=21 boulders; 21 Provided		
ENTRY SIGNAGE	2 shrubs at each side	0	10

LANDSCAPE MATERIALS

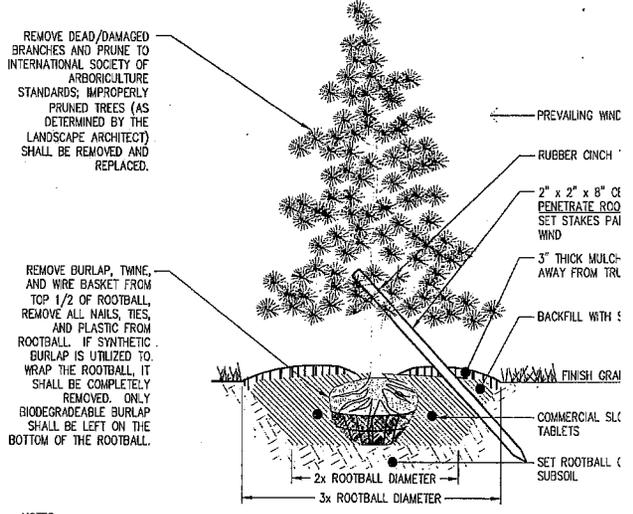
- WHITE VINYL FENCE - 6'-0" TALL
SEE DETAIL 3/L1.6
- LANDSCAPE BOULDER (2'-4'),
SEE DETAIL 4/L1.6

LANDSCAPE LEGEND

- FUTURE PROJECT/PAD SITES - NOT A PART OF THIS PROJECT.

EXISTING CONDITIONS

- THERE ARE NO EXISTING TREES OR SHRUBS LOCATED ON SITE.
- THERE ARE NO EXISTING STRUCTURES ON SITE.
- THE SITE CONSISTS OF FLAT AGRICULTURAL LAND.



- NOTES:**
- THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION. ALL STAKING SHALL BE REMOVED AT THE END OF THE WARRANTY PERIOD.
 - WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE 2 METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.
 - WATER TREE TWICE WITHIN THE FIRST 24 HOURS.

2 CONIFER TREE DETAIL

**Applicant's Narrative from
Roberta Stewart, BVA**



July 8, 2020

Caldwell Planning and Zoning
621 Cleveland Blvd.
Caldwell, ID 83605

Re: North Ranch Business Park: Applications for Annexation, ~~Rezone~~, and Comprehensive Plan Map Change

Dear Planning Personnel:

On behalf of owner, BVA North Ranch LLC, BVA Development LLC submits these applications for Annexation, Rezone, and Comprehensive Plan Map Change with respect to the North Ranch Business Park ("Project") located at the northwest corner of Smeed Parkway and Highway 20-26. Additionally, accompanying these applications is an application for preliminary plat submitted by Horrocks Engineers on behalf of BVA North Ranch LLC.

The proposed Project is a 115 acre commercial subdivision that will bring valuable business opportunities to the City of Caldwell. Upon annexation, Applicant proposes a C-3 Service Commercial Zone along the Chinden Corridor, covering approximately 21 acres of frontage property. Applicant is proposing that the balance of the project, which is approximately 94 acres, be zoned M-1 Light Industrial. Additionally, Applicant is requesting that this same 94 acres be designated on the Comprehensive Plan Map as "Manufacturing & Production".

Within the C-3 zone, Applicant proposes the construction of a gas station/convenience store, large medical office building with urgent care, bank with drive through, attractive office flex buildings, and various retail and office buildings.

In the M-1 Zone, Applicant is proposing nine or more light industrial buildings ranging from 55,000 sf to 273,000 sf. The buildings will support typical light industrial activity such as warehousing, distribution, light assembly/packing, office, and educational/laboratory space.

The Project parcel is currently located in Canyon County. It is zoned Agriculture and has been farmed for a number of years. To the east of the project is property zoned C-3 where the Ambassador RV Resort and retail space is located. The new Vallivue elementary school and middle school will be located to the east of the property in an R-1 low density residential zone. To the west and north are the Voyage Crossing and Marble Front West subdivisions zoned R-2. Both subdivisions are comprised of single family homes. Finally, to the south is property zoned C-3 and C-4 along the Chinden Corridor.

There have been recent improvements planned for the Project pursuant to a Development Agreement between Developer, BVA Development LLC, and the Urban Renewal Agency of the City of Caldwell, which Development Agreement was approved and recorded on June 11, 2020 in the real property records of Canyon County as Instrument #2020-031452. In the Development Agreement, the Urban Renewal Agency agreed to design and install, at its own expense, public

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roads, utilities, and irrigation facilities for the Project. Construction of those public improvements is scheduled to begin in late July 2020, and the work should be completed during the Fall of 2020.

As indicated earlier, the Project abuts single family homes on its west and north boundaries. In light of that, we are proposing a bermed landscape buffer that is 30' wide and 5' high at all locations contiguous to residential homes. This is over and above the 20' requirement of the Caldwell Municipal Code Sec., 10-07-10. Not only does the enhanced berm obscure the view of the industrial buildings, it further mitigates any light spillage or noise that may emanate from the perimeter of the Project.

Additionally, because of the proximity to single family homes, Applicant is proposing buildings for the M-1 zone that contain more design features that will enhance their appearance and attract higher caliber users. The attractive buildings will include modulations in the facades and will use materials such as EFIS, metal accents, concrete forms or other texture changes to give the buildings a more modern and interesting appearance.

For the following reasons, we are requesting the annexation and rezone of the subject property along with a comprehensive plan map change.

A. ANNEXATION

Applicant is seeking annexation of the Project parcel under Category A noted in Municipal Code 10-01-08-1. BVA North Ranch LLC is the only titled owner of the property, and the property is contiguous to other City property, thereby fulfilling the criteria for Category A Annexation.

As to the extension of sewer and water utilities, those utilities will be extended to the Project pursuant to the Urban Renewal Development Agreement noted above.

The proposed annexation is in accordance with the 2040 Comprehensive Plan for multiple reasons. First, the Urban Renewal installation of City services on the Project property is an "orderly extension" of City services. Second, the Project is a natural and expected extension of City boundaries because it is already surrounded on three sides by City property. The Project will satisfy the infill needs of the community and avoid "leap-frog" growth. Third, the Project presents an attractive Project with a cohesive design, thereby creating a "sense of place." And finally, many of the businesses planned for the Project will bring much needed services and conveniences to the surrounding neighborhoods.

B. REZONE TO C-3 AND M-1 ZONES

Applicant is requesting that 20.89 acres fronting Hwy 20-26 be zoned C-3 Service Commercial. The remaining 93.91 acres would be zoned M-1 Light Industrial. In the C-3 Zone, Applicant proposes a gas station/convenience store, medical offices with urgent care, bank with drive through, flex building, office building, and retail buildings. All these uses are "Permitted Uses" in the C-3 Zone per the 10-02-02 Land Use Schedule. The industrial buildings in the M-1 zone will be used for light industrial activity such as warehousing, distribution, and packaging/assembly, all of which are "Permitted Uses" in the Land Use Schedule.

The proposed zoning is also in compliance with the Comprehensive Plan. In Exhibit 17 of the 2040 Comprehensive Plan, the City notes that C-3 is a desirable zone along the Hwy 20-26 corridor east of I-84. For this reason, we are proposing C-3 along the entire frontage of Hwy 20-

*CMP/Ann
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26. The M-1 zone will be located north of the C-3 Zone and off of Hwy 20-26. It is notable that this same zoning configuration is mirrored immediately to the south of the Project.

Additionally, the Comprehensive Plan notes in Exhibit 17 that M-1 zoning is desirable along Smeed Parkway, which borders the project boundary, and along Aviation Avenue, which is a minor arterial road directly to the west of the Property. Finally, the C-3 and M-1 Zones also provide a complementary mix of uses and connectivity to adjacent parcels with similar zoning in compliance with Comp Plan policy.

C. COMPREHENSIVE PLAN MAP CHANGE TO "MANUFACTURING & PRODUCTION"

The 2040 Comprehensive Plan Map designates the entire North Ranch property as "Commercial and Service". Applicant is proposing that 20.89 acres fronting Hwy 20-26 remain as a "Commercial and Service" designation, but Applicant seeks to change the remaining 93.91 acres to "Manufacturing & Production" to match the M-1 zoning proposed above.

This change to "Manufacturing & Production" will complement the area in a number of ways. First, the Project location is on the outer perimeter of the City limits, which is a better location for light industrial activity. Additionally, the Sky Ranch Business Park, which is a light industrial complex, is directly to the south of the Project. The Project, therefore, will be a natural extension of the light industrial activity found in Sky Ranch. Finally, the "Manufacturing & Production" designation will bring a desirable mixed-use component to the area that allows light industrial activity to intersect with intensive commercial services like a gas station/service store and bank with drive-through. All are intensive uses that will work well with the high traffic pattern of State Highway 20-26.

D. CONCLUSION

Thank you for your kind consideration of this application. We look forward to working with Staff to bring this vibrant and beneficial project to the City of Caldwell. If you have any comments or questions, please do not hesitate to contact me or Tonn Petersen.

Sincerely,

Roberta Stewart

BVA Development
Project Coordinator

roberta@bvadev.com

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**Applicant's Narrative from
Kindi Moosman, Horrocks Engineers**



July 13, 2020

City of Caldwell
ATTN: Planning and Zoning Division
621 Cleveland Blvd.
Caldwell, ID 83605

SUBJECT: North Ranch Business Park Preliminary Plat Application

Dear Planning & Zoning:

On behalf of the Owner and Developer, BVA North Ranch LLC, Horrocks respectfully submits this application for North Ranch Business Park Preliminary Plat ("Project") which is located at the northwest corner of Smeed Parkway and Highway 20/26 ("site") as shown on **Exhibit A**. It is important to note that the Owner recently submitted for Annexation, Rezone, and Comprehensive Plan Map Change of the subject parcel, which precede this Application.

PROJECT SITE / VICINITY

Prior to developer's application for annexation and rezone, the site was zoned Agriculture. The site is currently situated within the City's Area of Impact and is contiguous to numerous City parcels: East of the site is currently zoned C-3, where the new Vallivue elementary and middle schools will be located, in an R-1 low density residential zone. The west and north are zoned R-2 with existing single family residential development, and the south is zoned C-3 and C-4 along the Franklin Road corridor/Highway 20/26. The Comprehensive Plan Future Land Use Map designates the land type to be Commercial and Service.

PROJECT DESCRIPTION

The Project consists of 115-acres for a commercial subdivision that will bring valuable services to local residents in addition to furthering business opportunities in the City of Caldwell. Upon City's approval of adjunct applications for Annexation and Comp Plan Map Change, the site is anticipated to be zoned a mix of C-3 Service Commercial (along the Franklin Road Corridor, covering approximately 21 acres of frontage), with the remainder of the site being zoned M-1 Light Industrial, which encapsulates approximately 94 acres.

Within the C-3 zone, Applicant proposes the construction of a gas station/convenience store, large medical office building with urgent care, bank with drive through, attractive office flex buildings, and various retail and office buildings.

In the M-1 Zone, Applicant is proposing nine or more light industrial buildings ranging from 55,000- sf to 273,000-sf. The buildings will support typical light industrial activity such as warehousing, distribution, light assembly/packing, office, and educational/laboratory space.

*Prelim plat
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The Project abuts single family homes on its west and north boundaries. For this reason a 30' wide x 5' high berm landscape buffer is planned for all locations contiguous to residential homes. This exceeds City of Caldwell Code requirements Code/Section: 10-07-10. The enhanced berms will both obscure the view of the industrial buildings, as it further mitigates any light spillage or noise that may emanate from the perimeter of the Project.

Additionally, because of the proximity to single family homes, Applicant is proposing buildings for the M-1 zone that offer more aesthetic design features that will integrate it into its surrounding, attracting higher caliber users. The elevations of the buildings will include modulations in the facades and will use materials such as EFIS, metal accents, concrete forms or other texture changes to give the buildings a more modern and interesting appearance.

DEVELOPMENT AGREEMENT

A Development Agreement between Developer, BVA Development LLC, and the Urban Renewal Agency of the City of Caldwell was approved and recorded on June 11, 2020 as Instrument #2020-031452.

COMPREHENSIVE PLAN COMPLIANCE

The proposed project is in compliance with the City' 2040 Comprehensive Plan in many areas:

Chapter 4: Economic Development

The Project is committed to providing valuable development to the City of Caldwell. The types of uses anticipated for the project create opportunities related to business, jobs, education, infrastructure and public services, each of which are listed in Exhibits 11, 12 and 13 of Chapter 4.

Additionally, the mixed uses anticipated in the development will meet Goal 2 of Chapter 5 in that it encourages business expansion and labor retention in Caldwell, which in turn will assist with Economic Development by reducing loss of employment population to other cities and work centers.

Chapter 5: Land Use

Land use compliance relative to the Comprehensive Plan is substantial. By developing utilizing in-fill land strategies urban sprawl will be minimized significantly. Creating jobs near residential areas will assist with reducing demands on transportation networks and will work toward enhancing Smart Growth Strategies as mentioned in the Comp Plan.

Moreover, several of the anticipated used of "Manufacturing & Production" will complement the area in a number of ways. First, the Project location is on the outer perimeter of the City limits, which is a better location for light industrial activity. Additionally, the Sky Ranch Business Park, which is a light industrial complex, is directly to the south of the Project. The Project, therefore, will be a natural extension of the light industrial activity found in Sky Ranch. Finally, the "Manufacturing & Production" designation will bring a desirable mixed-use component to the area that allows light industrial activity to intersect with intensive commercial services like a gas station/service store and bank with drive-through. All are intensive uses that will work well with the high traffic pattern of State Highway 20-26.

Prelim Plat

A2



Chapters 8 & 9: Public Services & Transportation

With active development occurring around the site, utilities and transportation infrastructure are already in place and able to provide adequate and efficient development of this project.

CONCLUSION

Horrocks appreciates this opportunity to submit this application for consideration. We look forward to working with the City to bring this vibrant and beneficial project to the community of Caldwell. If you have any comments or questions, please do not hesitate to contact me or Rob Sunderlage.

Sincerely,

Kindi Moosman,
Planner
Horrocks Engineers

*Prelim Plat
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