

- 3.2.J.10 Approaches shall be constructed in conformance with the driveway plan shown on Figure 200.
- 3.2.J.11 Minimum approach spacing is shown in Figure 210. Approaches shall be located as far as possible from intersections to:
  - 3.2.J.11.a Preserve visibility at the intersection.
  - 3.2.J.11.b Allow a vehicle that is leaving the approach to enter the desired traffic lane before entering the intersection.
  - 3.2.J.11.c Permit a vehicle crossing the intersection to enter the approach in an orderly, safe manner with a minimum of interference to through traffic.
  - 3.2.J.11.d Facilitate the installation of traffic signs, signals, and lighting where required.
- 3.2.J.12 Roads and driveways accessing paved public roads shall be paved from the edge of the public roadway to the edge of the Right of Way.

**3.2.K PARKING TURNOUTS:**

Parking turnouts shall be provided wherever accesses are vulnerable to closure by plowed snow or snow accumulation greater than two feet in depth. Parking turnouts required on PCU (Collector) and PCU (Local) roads shall be located near driveway entrances. Parking turnouts containing a minimum of one space per lot shall be located at the entrances of all Minor roads. Parking turnouts may either be parallel type or perpendicular type, as shown in Figure 240.

**3.2.L MAILBOX REGULATIONS**

**3.2.L.1 MAILBOX TURNOUTS:**

- 3.2.L.1.a No mailbox or newspaper delivery box (mailbox) will be allowed to exist on the County's rights-of-way if it interferes with the safety of the traveling public or the function, maintenance, or operation of the road system.
- 3.2.L.1.b Mailbox turnouts shall be located and constructed as shown in Figure 220 and Figure 230.
- 3.2.L.1.c It will be the responsibility of the postal patron to inform the Boise County Road and Bridge Department of any new or existing mailbox installation where turnout construction is inadequate to permit all-weather access to the mailbox. An all-weather turnout is sufficiently stable to support passenger cars stopping regularly during all weather conditions. The sub-base (ballast), base and surface treatment is a requirement of all new or reconstructed turnouts, and shall be the same as the adjacent roadway section.

**3.2.L.2 MAILBOX LOCATION:**

- 3.2.L.2.a The location and construction of mailboxes shall conform to the rules and regulations of the United States Postal Service (USPS), as well as, the Manual for the Location, Support and Mounting of Mailboxes.
- 3.2.L.2.b A mailbox installation that conforms to the Local Highway Technical Assistance Council Manual for the Location, Support and Mounting of Mailboxes (Mailbox Manual) will be considered acceptable. Mailbox location, height, support, mounting and turnout construction shall be in accordance with the Mailbox Manual.
- 3.2.L.2.c Any exceptions to the Mailbox Manual, if approved by the USPS, may be granted if in the judgment of the Board, the installation does not interfere with the safety of the traveling public or the function,

maintenance, or the operation of the street system. Requests for any exception to the Mailbox Manual shall be in writing. The request shall contain sufficient details to evaluate the requested exception.

3.2.L.2.d No mailbox will be permitted where access is obtained from the lanes of an arterial or where access is otherwise prohibited by law or regulation. Where a mailbox is installed in the vicinity of an existing guardrail, it should, whenever practical, be placed behind the guardrail.

3.2.L.2.e Exceptions to the lateral placement criteria may exist on certain designated rural roads where the Road and Bridge Department deems it is in the public's interest to permit lesser clearances or to require greater clearances.

**3.2.L.3 MAILBOX CONSTRUCTION:**

Mailboxes shall be of light metal or plastic construction, conforming to the requirements of the USPS. Newspaper delivery boxes shall be of light sheet metal or plastic construction of minimum dimensions suitable for holding a newspaper.

**3.2.L.4 MAILBOX SUPPORTS:**

Mailbox supports shall not be set in concrete, unless the support design has been shown to be safe by crash tests when so installed. A metal post shall not be fitted with an anchor plate, but it may have an anti-twist device (stabilizer fin) that extends no more than 10 inches below the ground surface.

**3.2.L.5 MAILBOX MOUNTING:**

The post-to-box attachment details should be of sufficient strength to prevent the box from separating from the post if the installation is struck by a vehicle. The product must result in a satisfactory attachment of the mailbox to the post, and all components must fit together properly.

**3.2.L.6 REMOVAL OF NON-CONFORMING OR UNSAFE MAILBOXES:**

Any mailbox that is found to violate this Ordinance shall be removed by the postal patron upon notification by Boise County Road and Bridge Department. At the discretion of the Road and Bridge Department, based on an assessment of hazard to the public, the postal patron will be granted not less than 24 hours or more than 15 days to remove an unacceptable mailbox. After the specified removal period has expired, the unacceptable mailbox may be removed by the Road and Bridge Department at the postal patron's expense.

**3.2.M DRAINAGE:**

3.2.M.1 All drainage systems for areas larger than 16 acres shall be designed by a Professional Engineer licensed in the State of Idaho. Table 5 may be used to size culverts for areas up to 15 acres that do not require a professional engineered design.

**Table 5. Culvert Size**

Watershed Area (acres)	Culvert Diameter (inches)	Culvert Capacity (cfs)
Less than 5	12	2
5 to 8	18	6
8 to 15	24	12

- 3.2.M.2** Downstream drainage systems shall not be adversely affected by upstream development. It is the developer’s responsibility to ensure the runoff from a development does not contain pollutants and the volumes and flow rates do not exceed pre-development conditions.
- 3.2.M.3** Drainage designs shall be based on a precipitation event with a return period of twenty-five (25) years for local roads and fifty (50) years for collector roads. Major Collectors, bridges, and primary storm conveyance runs shall be designed to accommodate a 100 year event.
- 3.2.M.4** Section 600.00 – Hydraulics of the Idaho Transportation Department (ITD) Design Manual is recommended for estimating the volume of runoff.
- 3.2.M.5** Culverts used for drainage purposes shall be corrugated steel, aluminum, or single wall corrugated high density polyethylene (HDPE) with the wall thickness and minimum depth of cover shown in Table 6 (other culvert materials may be used if approved by the Road and Bridge Department).

**Table 6. Culvert Materials**

Diameter Inches	Steel Thickness Inches	Aluminum, HDPE Thickness Inches	Cover Required *
18” through 36”	0.051 (16 ga)	0.075 (14 ga)	12” minimum

\*Cover may be reduced to six inches (6”) on residential driveways with 12 gage steel pipe.

- 3.2.M.6** Design flows shall not exceed 80% of pipe capacity.
- 3.2.M.7** The preferred minimum pipe diameter shall be 18 inches for culverts under roadways until the culvert length of 70 feet is reached. The minimum diameter for culverts less than 70 feet in length may be reduced if site conditions prevent the required cover with an 18 inch pipe and a culvert satisfies the hydraulic requirements of the hydraulic requirements of Section 600.00 of the Idaho Transportation Department Hydraulics Design Manual. All culverts over 70 feet long shall be 24 inches or more in diameter. Minimum pipe diameter for culverts under driveways and approach roads shall be 18 inches. The minimum diameter of pipe for storm sewers, siphons, and irrigation systems shall be 18 inches. Pipe carrying drainage from irrigated lands shall be considered as culverts and the appropriate minimum size used.
- 3.2.M.8** Culverts under driveways shall be installed as shown on the Figure 200.



- 3.2.M.9 All necessary drainage easements for accommodating drainage structures shall be shown on the plans and dedicated as a part of the approved plat. Drainage easements necessary for conveying storm water across private property shall be shown on the plat and recorded with the Boise County Recorder.
- 3.2.M.10 Culverts shall be adequate for ASSH to HS-20 Loadings.

**3.2.N WATER QUALITY:**

- 3.2.N.1 Boise County has adopted the BMP Handbook Best Management Practices for Idaho Rural Road Maintenance to assist local agencies and developers with the selection, design, installation and maintenance of BMPs to reduce storm water pollution. The handbook presents general guidelines to mitigate water quality impacts of new construction.
- 3.2.N.2 Road construction and developments must meet all state and federal requirements.

**3.2.O STRUCTURES:**

- 3.2.O.1 Bridge structures shall be designed by a Professional Engineer licensed in the State of Idaho, in accordance with AASHTO LRFD Bridge Design Specifications, latest edition.
- 3.2.O.2 The minimum design vehicle for bridge construction on any road shall be designed for an HL93.
- 3.2.O.3 The minimum width of the bridge structure measured face-to-face of curb or the face of the bridge rails shall be the full width of the traveled way, plus six feet (6').
- 3.2.O.4 All structural retaining walls shall be designed by a Professional Engineer licensed in the State of Idaho and shall be approved by the Road and Bridge Department prior to construction.

**3.2.P SIGNS:**

- 3.2.P.1 All traffic control devices (signs, pavement markings, and markers) shall be shown on the roadway design plans.
- 3.2.P.2 The traffic control devices and their application shall conform to the Manual on Uniform Traffic Control Devices (MUTCD), latest edition.
- 3.2.P.3 All signs shall be installed prior to the acceptance of roads.
- 3.2.P.4 The Road and Bridge Department may determine pavement-marking standards subject to MUTCD requirements. The color, pattern and dimensions of markings shall be in conformance with the MUTCD, latest edition. Paint quality shall be the same as that used by the Idaho Transportation Department for their pavement markings.
- 3.2.P.5 All temporary and construction traffic control shall conform to the MUTCD, latest edition.

**3.2.Q TRAFFIC:**

- 3.2.Q.1 Traffic volumes from new developments shall be determined using the ITE – Trip Generation Manual. The rates shown in Table 7 are recommended for general traffic estimation.



**Table 7. Common Trip Generation Rates**

<b>Land Use</b>	<b>Unit</b>	<b>Average Daily Traffic Vehicle Per Day</b>
Residential	DU	8.0 vpd
Commercial	KSF	40.0 vpd
Industrial	KSF	10.0 vpd

DU = Dwelling Unit

KSF = 1000 Square Feet

- 3.2.Q.2** Roadway capacities shall be evaluated according to the recommendation of the Transportation Research Board (TRB) – Highway Capacity Manual. A level of service rating of C or better is required for all county roads.

- 3.2.Q.3** Auxiliary lanes shall be provided according to AASHTO guidelines.

**3.2.R DESIGN VEHICLE:**

- 3.2.R.1** All public roads shall be designed to accommodate an intermediate semi-trailer (WB-50) with an outside wheel path radius of 45 ft.

- 3.2.R.2** All private roads shall be designed to accommodate a single unit (SU) fire truck (WB-50) with an outside wheel path radius of 42 ft.

**3.2.S DEAD-ENDS/TURN-AROUNDS:**

Dead-ends of Local and Minor roads shall be supplied with turn-arounds as described in this Ordinance. Turn-arounds should be designed for the least practicable disturbance of existing terrain, and to support this purpose they may be circular type, tee type or loop type as illustrated in Figure 140. Disturbance caused in installation shall be repaired or mitigated to prevent erosion, facilitate drainage, and minimize long-term maintenance obligations.

**3.2.T UTILITIES AND RIGHT-OF-WAY ENCROACHMENTS:**

- 3.2.T.1.** All new utility installations, existing utility installations to be retained, relocated, or maintained because of roadway construction or reconstruction, and utilities to be relocated because they constitute a definite hazard to the traveling public on all public right-of-way under Boise County jurisdiction, shall comply with the LHTAC Manual for the Use of Public Right-of-Way Permits for Utilities and Encroachments.

- 3.2.T.2** Each new utility installation or encroachment which is to occupy public right-of-way shall require a Boise County Right-of-Way permit (BCROWP) from the Boise County Road Department. Existing utility facilities or encroachments which are to be relocated to a position within the public right-of-way of a construction project shall require a BCROWP from the Boise County Road Department. A BCROWP is also required for utility facilities not adjusted, but which remain in place with the public right-of-way of a construction project. Utility facilities not adjusted and already covered by a BCROWP will not require a new BCROWP. Maintenance projects for seal coats, pavement overlays, pavement rehabilitation's, etc., will not require a BCROWP for utility facilities not adjusted.

**3.2.T.3** When required or indicated on the BCROWP the permit holder shall furnish a surety bond in the amount specified in the special provisions of the BCROWP for installation and future repair, relocation or removal of the facilities. Work shall not commence under the BCROWP until the said bond has been submitted and approved. The bond will be returned after the P & Z Department has given written acceptance of the utility facility to the permit holder.

**3.2.U ROAD SURETY:**

Construction of all newly constructed roads shall be approved by the County Engineer, Road and Bridge Department and the Planning and Zoning Department. An applicant and/or developer deferring road construction shall provide a Performance Bond equal to 150% of the road construction cost, and sign a surety agreement, to assure that road(s) is constructed to County standards or specific conditions of approval. If the developer does not complete the deferred road construction per conditions of approval, the Board will use applicant/developer Performance Bond to complete the road construction, if the use or application is continuing. The unused portion of these funds will be returned to the applicant/developer when the Board is satisfied that road(s) has been constructed to County standards.

**SECTION 3.3 ROAD CONSTRUCTION SPECIFICATIONS:**

**3.3.A GENERAL CONDITIONS:**

- 3.3.A.1** The most current version of the Idaho Standards for Public Works Construction (ISPWC) (as amended or modified herein) shall guide road construction work in Boise County. Any work within ITD right-of-way must meet ITD standards for construction.
- 3.3.A.2** Road, drainage and utility improvements are required by the Road and Bridge Department or County Engineer as a condition of land use approval. All improvements (public and private) shall be completed, or financially guaranteed, prior to the recording of the final plat as provided in this Ordinance.
- 3.3.A.3** All testing required in these standards or required by the Road and Bridge Department or County Engineer shall be done by an accredited or approved testing laboratory at the expense of the applicant or contractor. Copies of all tests shall be submitted to the Planning and Zoning Department for County Engineer review.
- 3.3.A.4** A professional engineer, licensed in the state of Idaho, shall observe all roadway construction activities within the county to verify that improvements are constructed in accordance with this Ordinance and the accepted drawings.
- 3.3.A.5** The Road and Bridge Department may require that construction observation be conducted by the County Engineer. All costs associated with the construction observation shall be the responsibility of the applicant.
- 3.3.A.6** All plans, submittals, calculations, reports and materials shall be in English units.
- 3.3.A.7** Changes to any materials, quality control or workmanship on public improvement projects shall be submitted to the Planning and Zoning Department in writing and approved by the county engineer.
- 3.3.A.8** The Road and Bridge Department shall be notified at least five business days prior to start of construction.

**3.3.B EARTHWORK:**

- 3.3.B.1** In solid rock excavation, the solid rock shall be excavated to six inches (6") below the finished subgrade elevation and back-filled with approved granular materials.
- 3.3.B.2** Unstable sub-grade conditions shall be remedied by over-excavation and back-filling with approved granular material. Geotextile material may be required.

**3.3.B.3** Class A compaction shall be required for construction.

**3.3.C TRENCHING:**

A Boise County Right-of-Way Use permit shall be obtained from the Road and Bridge Department, or ITD as applicable, prior to commencing work in any public right-of-way.

**3.3.D CONCRETE:**

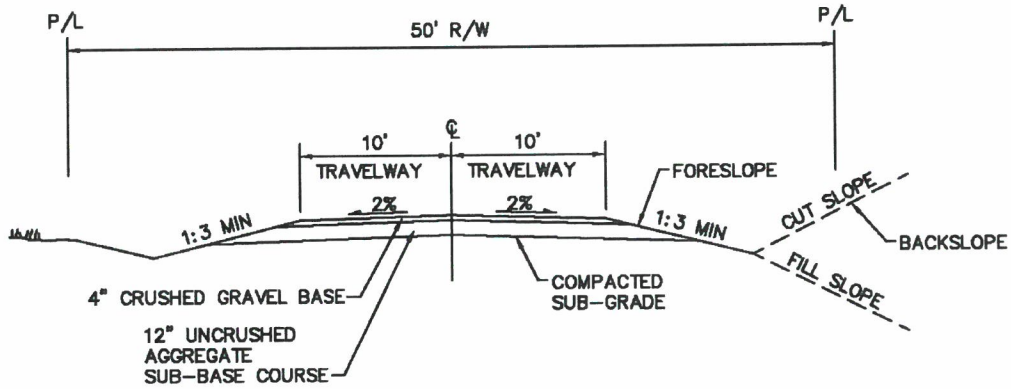
The basic mix design for curb, gutter and sidewalk work on County roads shall have a 28-day strength of at least 4000 PSI (pounds per square inch) (Class 40).

**3.3.E ASPHALT PAVING:**

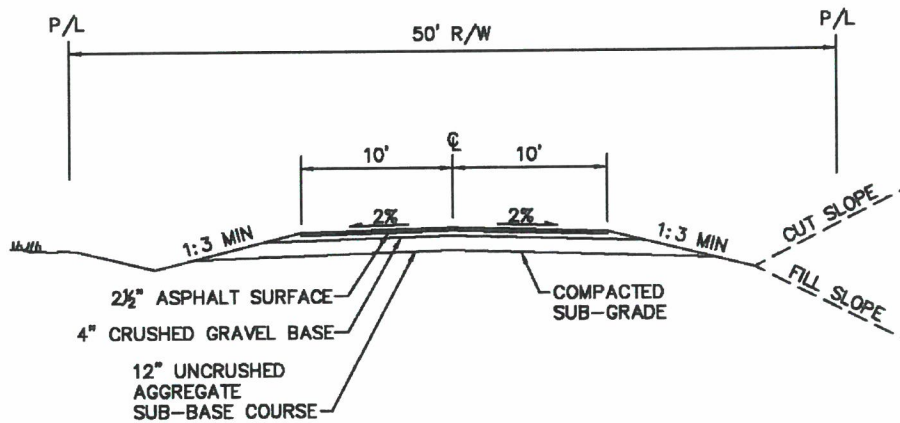
Asphalt pavement shall be required for any PCU road when the number of average daily traffic vehicle trips per day exceeds 300 trips.

**ROAD FIGURES and TABLE 8  
SEE FOLLOWING PAGES**





PCU MINOR GRAVEL ROAD SECTION



PCU MINOR PAVED ROAD SECTION

**NOTES:**

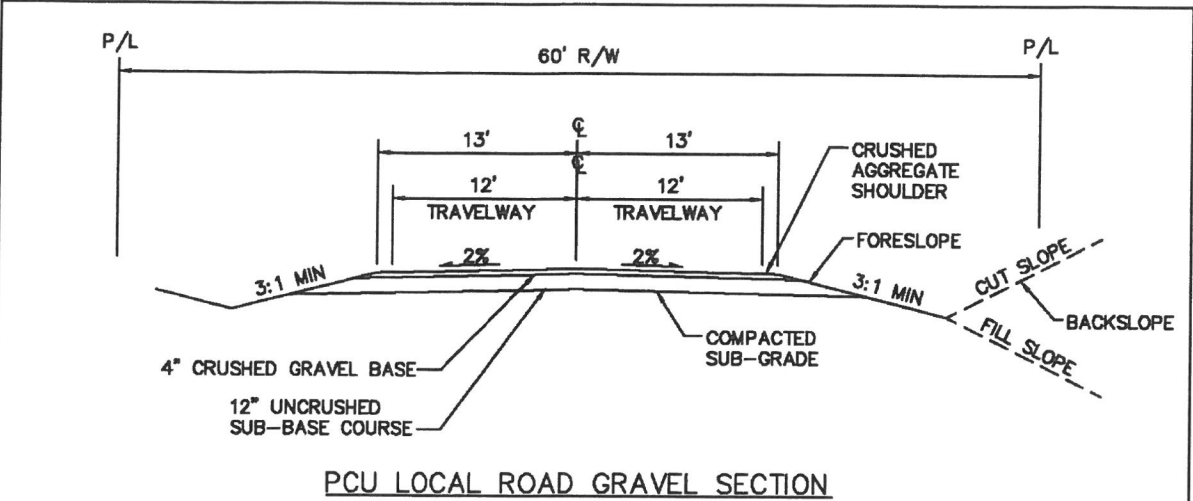
- A. ALL CONSTRUCTION SHALL BE PER ISPMC SPECIFICATIONS.
- B. ASPHALT AND AGGREGATE BASE THICKNESS SHOWN ARE MINIMUMS. ACTUAL THICKNESS SHALL BE DESIGNED BY ENGINEER BASED ON TRAFFIC INDEX AND "R" VALUE OF SUBGRADE SOILS.
- C. BORROW DITCHES SHALL HAVE A MINIMUM 3:1 FORESLOPE WITH A 4:1 SLOPE RECOMMENDED. THE BACKSLOPE OF BORROW DITCH SHALL BE A MINIMUM 2:1 BACK SLOPE WITH 4:1 BACK SLOPE RECOMMENDED. THE FLOW LINE OF THE DITCH SHALL BE A MINIMUM 6 INCHES BELOW THE LOWEST AGGREGATE BASE COURSE TO ENCOURAGE DRAINAGE. PIPING DITCH UNDER DRIVEWAYS REQUIRED WITH APPROVED LENGTH AND TYPE.
- D. RIGHTS OF WAY WIDTHS SHALL BE INCREASED TO ENCOMPASS THE CUT AND/OR FILL SLOPES ASSOCIATED WITH THE ROADWAY.

BOISE COUNTY ROAD  
DEPARTMENT

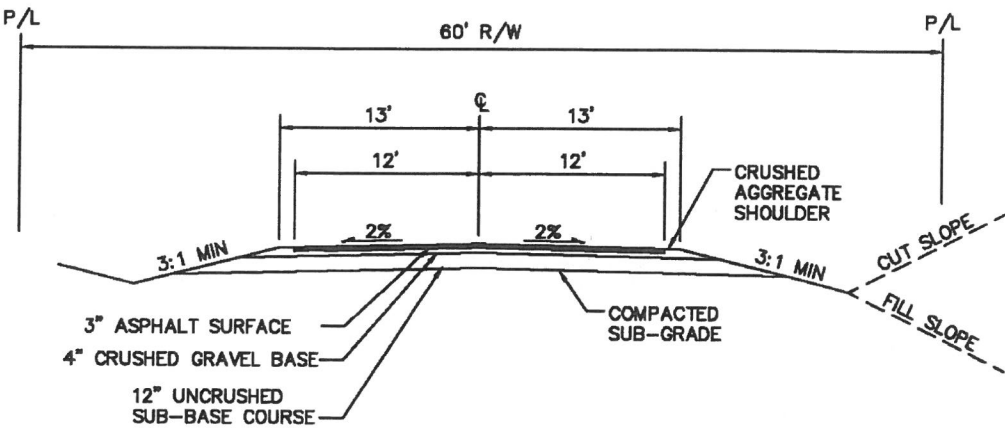
PCU MINOR ROAD

FIGURE NO.

100



PCU LOCAL ROAD GRAVEL SECTION

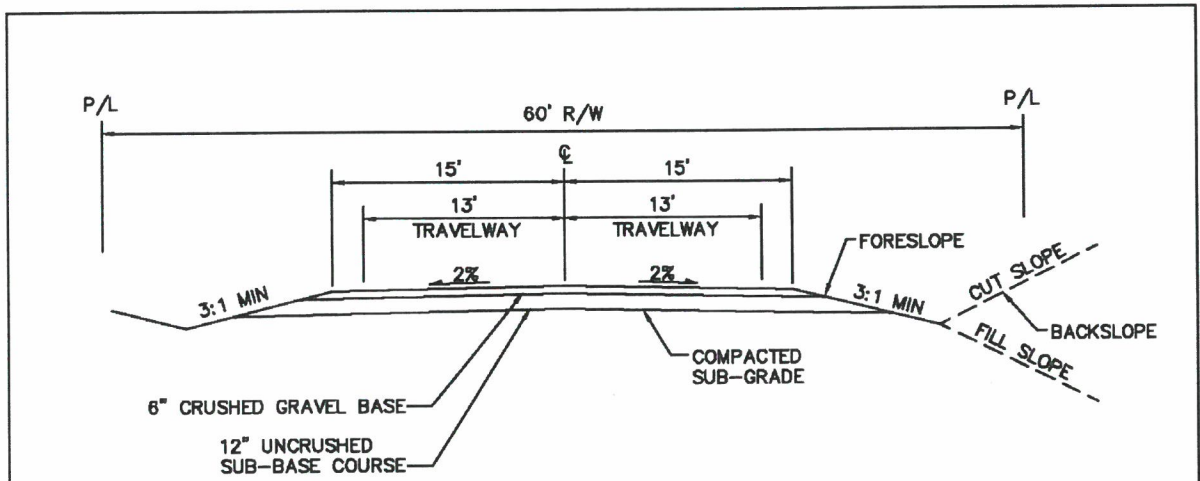


PCU LOCAL ROAD PAVED SECTION

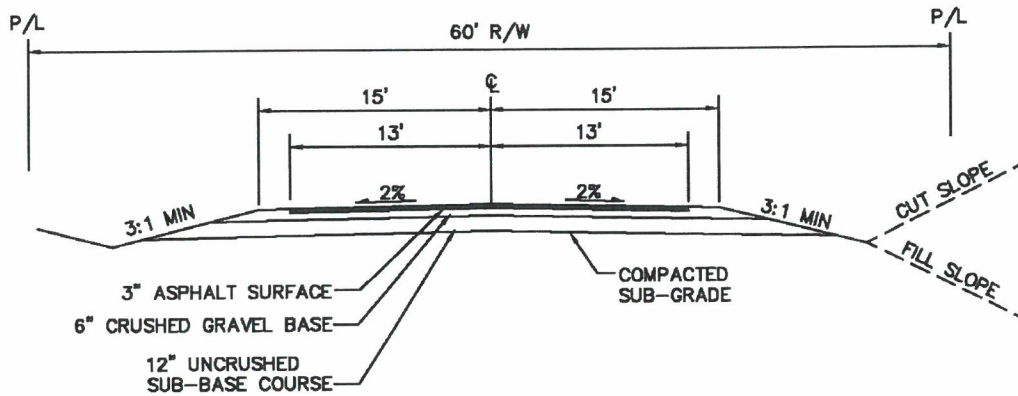
**NOTES:**

- A. ALL CONSTRUCTION SHALL BE PER ISPWC SPECIFICATIONS.
- B. ASPHALT AND AGGREGATE BASE THICKNESS SHOWN ARE MINIMUMS. ACTUAL THICKNESS SHALL BE DESIGNED BY ENGINEER BASED ON TRAFFIC INDEX AND "R" VALUE OF SUBGRADE SOILS.
- C. BORROW DITCHES SHALL HAVE A MINIMUM 3:1 FORESLOPE WITH A 4:1 SLOPE RECOMMENDED. THE BACKSLOPE OF BORROW DITCH SHALL BE A MINIMUM 2:1 BACK SLOPE WITH 4:1 BACK SLOPE RECOMMENDED. THE FLOW LINE OF THE DITCH SHALL BE A MINIMUM 6 INCHES BELOW THE LOWEST AGGREGATE BASE COURSE TO ENCOURAGE DRAINAGE. PIPING DITCH UNDER DRIVEWAYS REQUIRED WITH APPROVED LENGTH AND TYPE.
- D. RIGHTS OF WAY WIDTHS SHALL BE INCREASED TO ENCOMPASS THE CUT AND/OR FILL SLOPES ASSOCIATED WITH THE ROADWAY.

BOISE COUNTY ROAD DEPARTMENT	PCU LOCAL ROAD	FIGURE NO. 110
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COLLECTOR ROAD GRAVEL SECTION



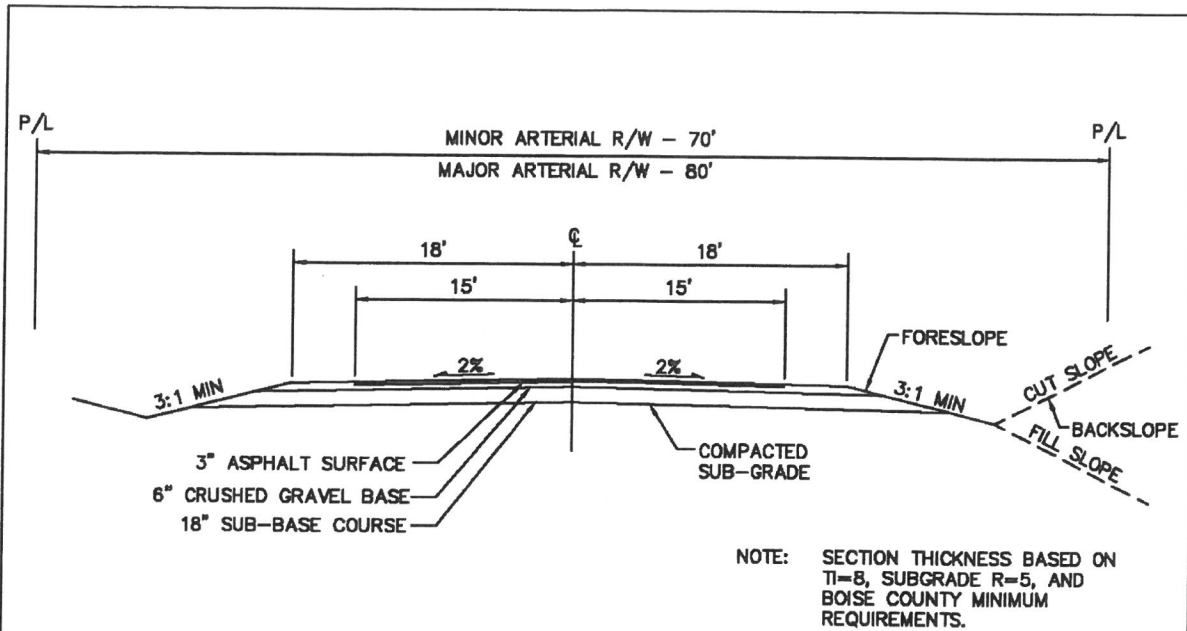
COLLECTOR ROAD PAVED SECTION

NOTES:

- A. ALL CONSTRUCTION SHALL BE PER ISPWC SPECIFICATIONS.
- B. ASPHALT AND AGGREGATE BASE THICKNESS SHOWN ARE MINIMUMS. ACTUAL THICKNESS SHALL BE DESIGNED BY ENGINEER BASED ON TRAFFIC INDEX AND "R" VALUE OF SUBGRADE SOILS.
- C. BORROW DITCHES SHALL HAVE A MINIMUM 3:1 FORESLOPE WITH A 4:1 SLOPE RECOMMENDED. THE BACKSLOPE OF BORROW DITCH SHALL BE A MINIMUM 2:1 BACK SLOPE WITH 4:1 BACK SLOPE RECOMMENDED. THE FLOW LINE OF THE DITCH SHALL BE A MINIMUM 6 INCHES BELOW THE LOWEST AGGREGATE BASE COURSE TO ENCOURAGE DRAINAGE. PIPING DITCH UNDER DRIVEWAYS REQUIRED WITH APPROVED LENGTH AND TYPE.
- D. RIGHTS OF WAY WIDTHS SHALL BE INCREASED TO ENCOMPASS THE CUT AND/OR FILL SLOPES ASSOCIATED WITH THE ROADWAY.

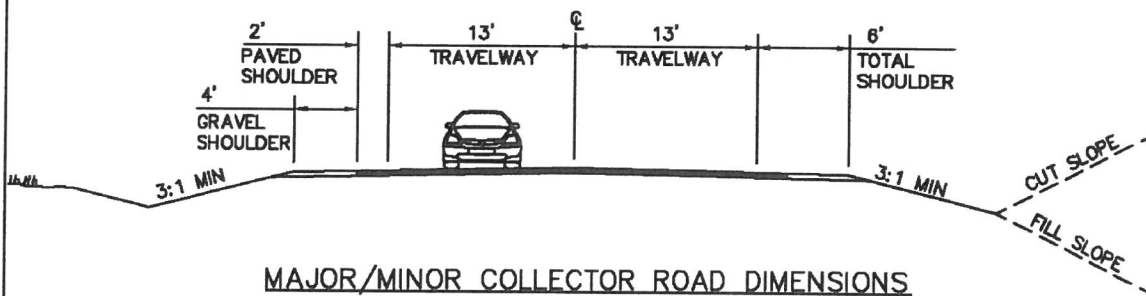
BOISE COUNTY ROAD DEPARTMENT	PUBLIC COLLECTOR ROAD PCU COLLECTOR MAJOR/MINOR ROAD	FIGURE NO. 120
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NOTE: SECTION THICKNESS BASED ON TI=8, SUBGRADE R=5, AND BOISE COUNTY MINIMUM REQUIREMENTS.

MINIMUM STRUCTURAL SECTION

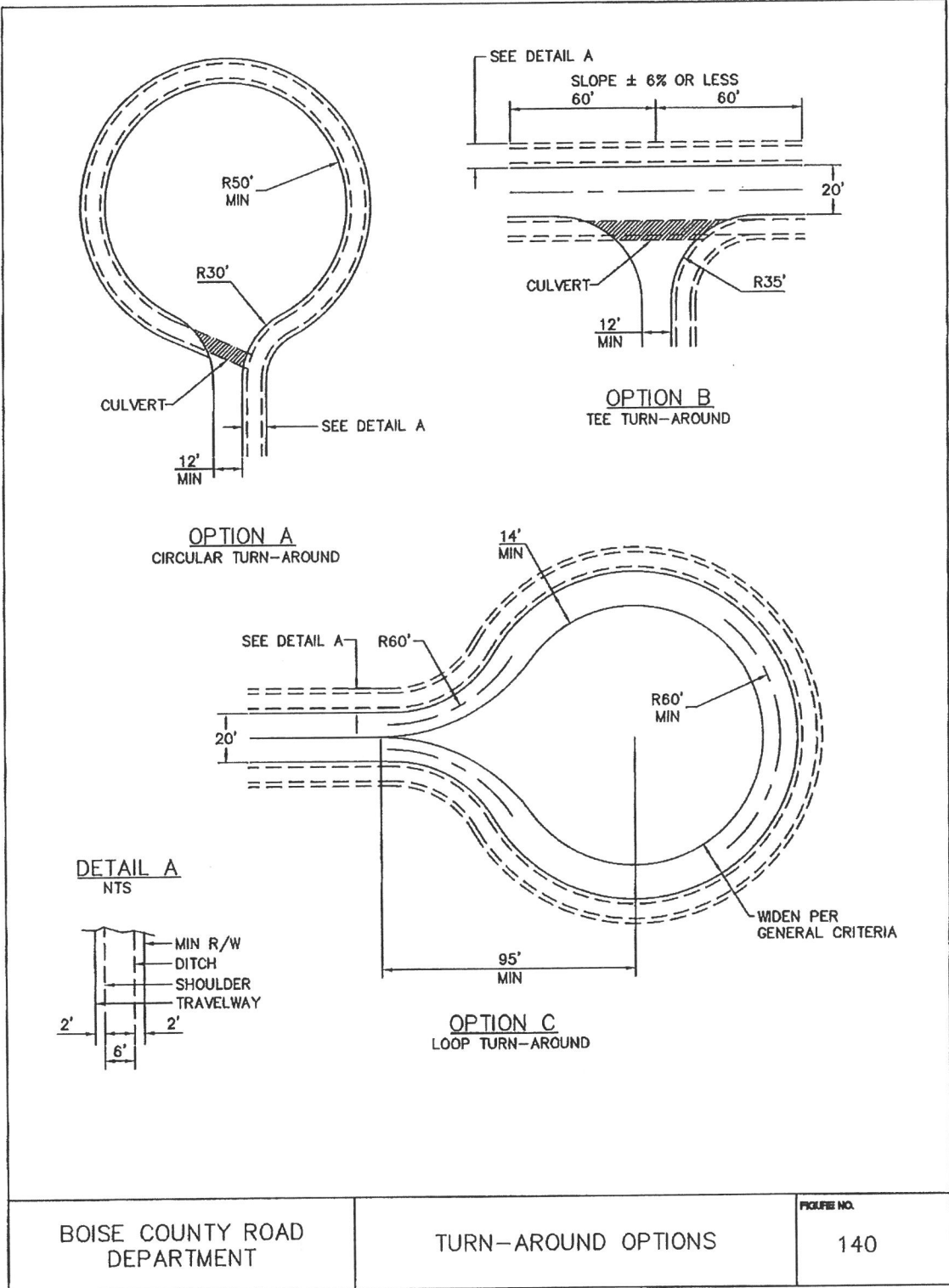


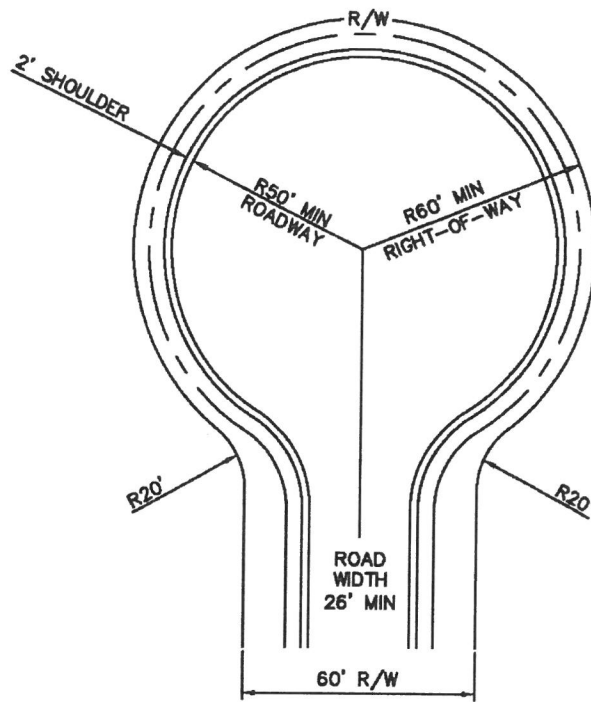
MAJOR/MINOR COLLECTOR ROAD DIMENSIONS

NOTES:

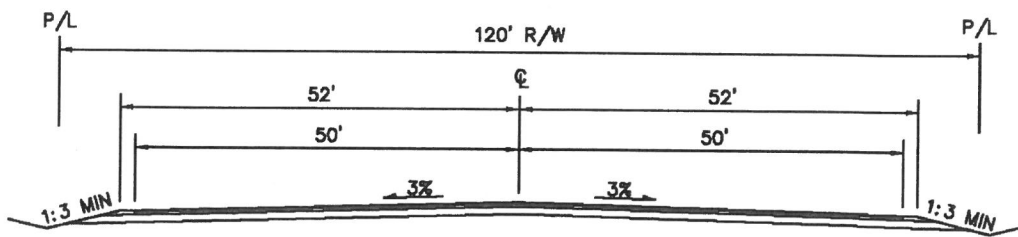
- A. ALL CONSTRUCTION SHALL BE PER ISPWC SPECIFICATIONS.
- B. ASPHALT AND AGGREGATE BASE THICKNESS SHOWN ARE MINIMUMS. ACTUAL THICKNESS SHALL BE DESIGNED BY ENGINEER BASED ON TRAFFIC INDEX AND "R" VALUE OF SUBGRADE SOILS.
- C. BORROW DITCHES SHALL HAVE A MINIMUM 3:1 FORESLOPE WITH A 4:1 SLOPE RECOMMENDED. THE BACKSLOPE OF BORROW DITCH SHALL BE A MINIMUM 2:1 BACK SLOPE WITH 4:1 BACK SLOPE RECOMMENDED. THE FLOW LINE OF THE DITCH SHALL BE A MINIMUM 6 INCHES BELOW THE LOWEST AGGREGATE BASE COURSE TO ENCOURAGE DRAINAGE. PIPING DITCH UNDER DRIVEWAYS REQUIRED WITH APPROVED LENGTH AND TYPE.
- D. RIGHTS OF WAY WIDTHS SHALL BE INCREASED TO ENCOMPASS THE CUT AND/OR FILL SLOPES ASSOCIATED WITH THE ROADWAY.

BOISE COUNTY ROAD DEPARTMENT	ARTERIAL MAJOR/MINOR ROAD	FIGURE NO. 130
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STANDARD DIMENSIONS

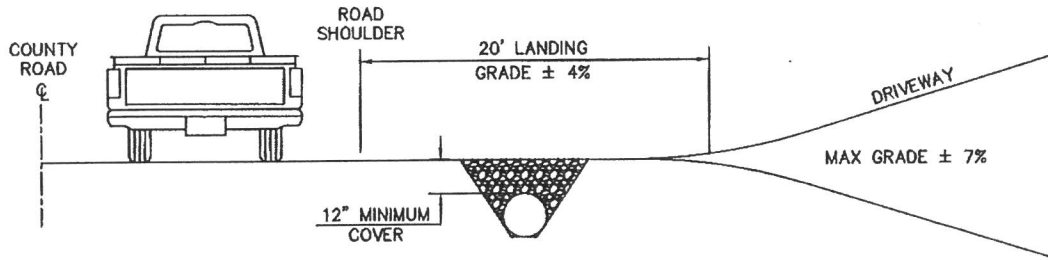
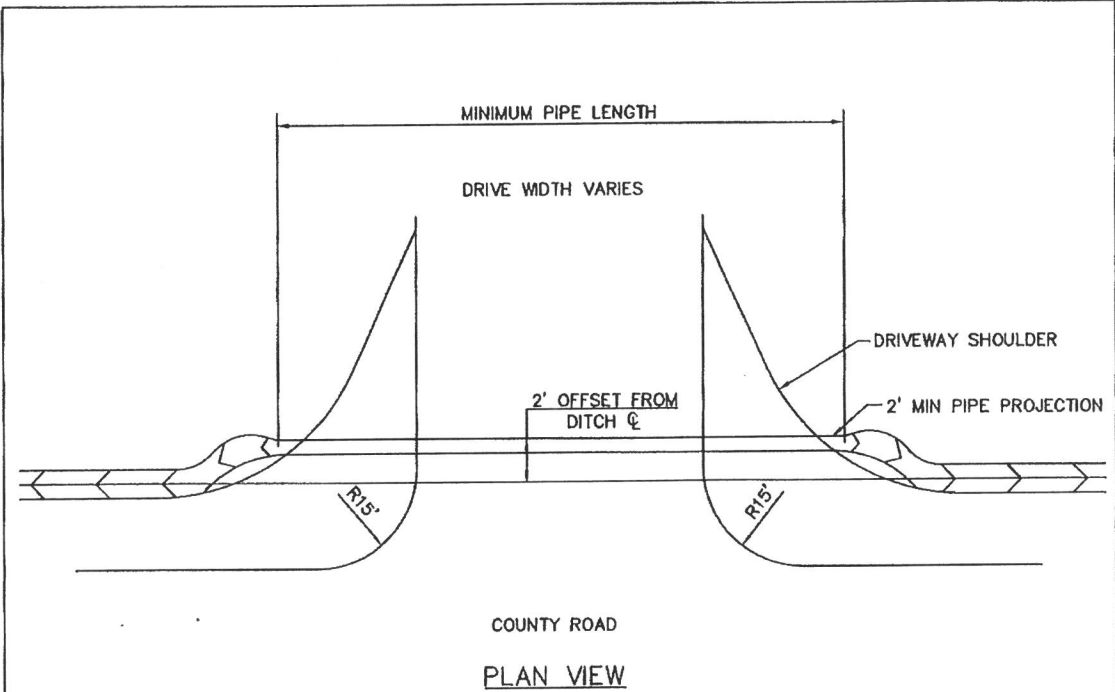


NOTE: ROADWAY AND SHOULDER WIDTHS ALSO APPLY TO LOCAL ROADS.

CUL-DE-SAC SECTION

BOISE COUNTY ROAD DEPARTMENT	STANDARD CUL-DE-SAC	FIGURE NO. 150
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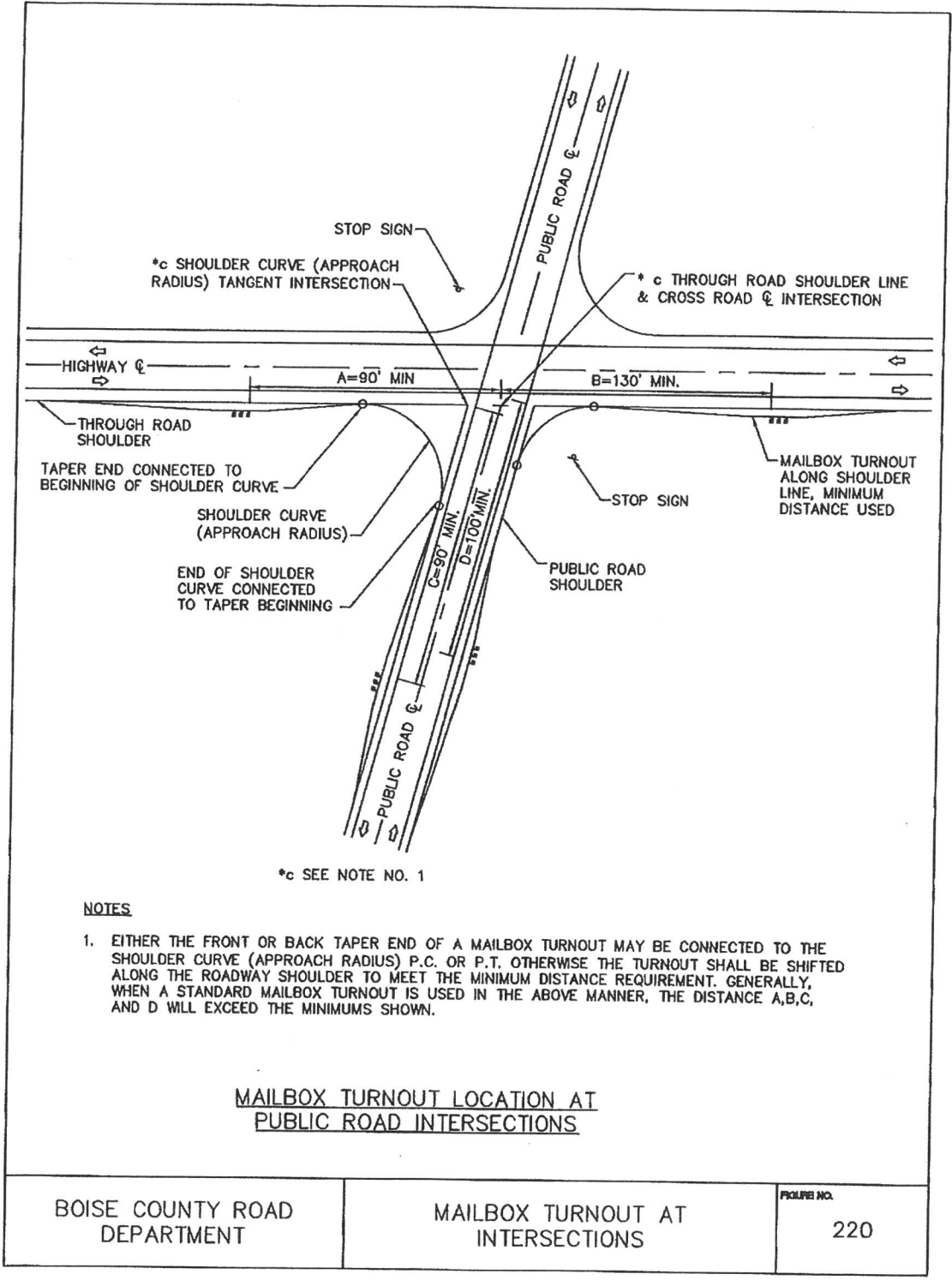


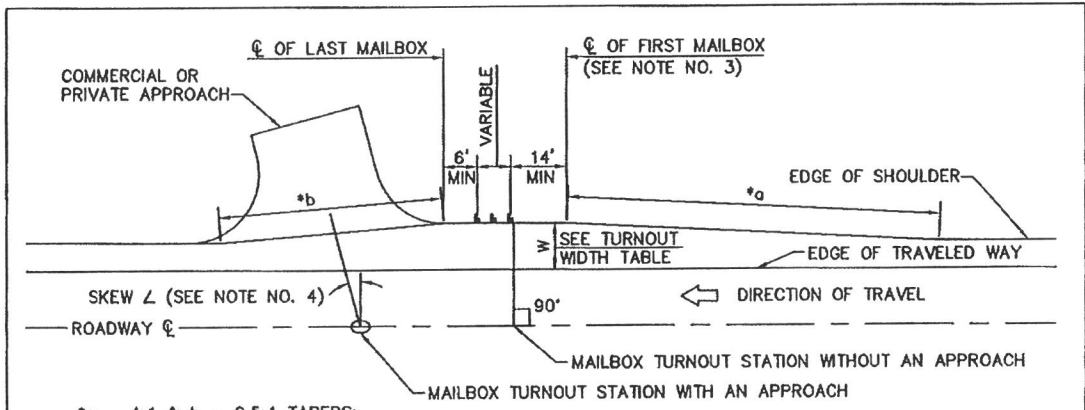
RECOMMENDED DRIVEWAY PROFILE

NOTE: APPROVED MATERIAL  
STEEL CMP16 GAUGE  
ALUMINUM 14 GAUGE.

NOTE: 6" FOR 12 GAUGE STEEL PIPE

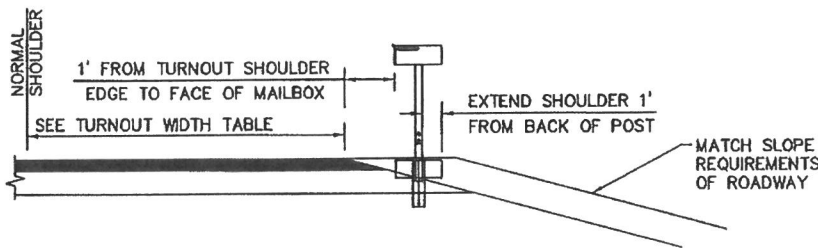
BOISE COUNTY ROAD DEPARTMENT	DRIVEWAY PLAN	FIGURE NO. 200
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\*a = 4:1 & b = 2.5:1 TAPERS:  
 FOR ROADS WITH SPEEDS OF 40 MPH OR LESS, OR AN ADT OF 400 OR LESS.  
 \*a = 20:1 & \*b = 12:1 TAPERS:  
 FOR ROADS WITH SPEEDS GREATER THAN 40 MPH OR AN ADT GREATER THAN 400.

**MAILBOX TURNOUT**  
 NTS



**MAILBOX SLOPE TYPICAL**  
 NTS

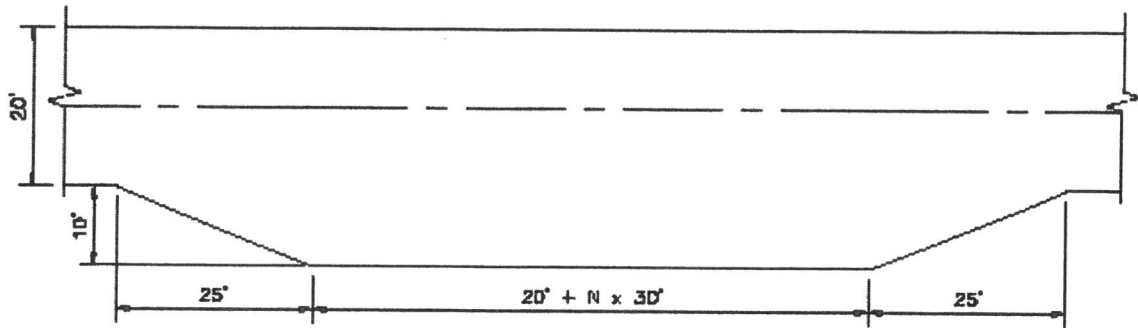
NOTES

- WHEN USING THE **TURNOUT WIDTH TABLE** THE "SPEED" (MPH) IS THE POSTED SPEED LIMIT. THE "ADT" IS THE AVERAGE DAILY TRAFFIC.

TURNOUT WIDTH TABLE *(SEE NOTE NO. 2)		
SPEED/ADT	PREFERRED	MINIMUM
55/>10000	>12'	12'
55/>1500-10000	12'	10'
55/100-1500	10'	8'
55/<100	8'	6'
<40/<50	6'	4'

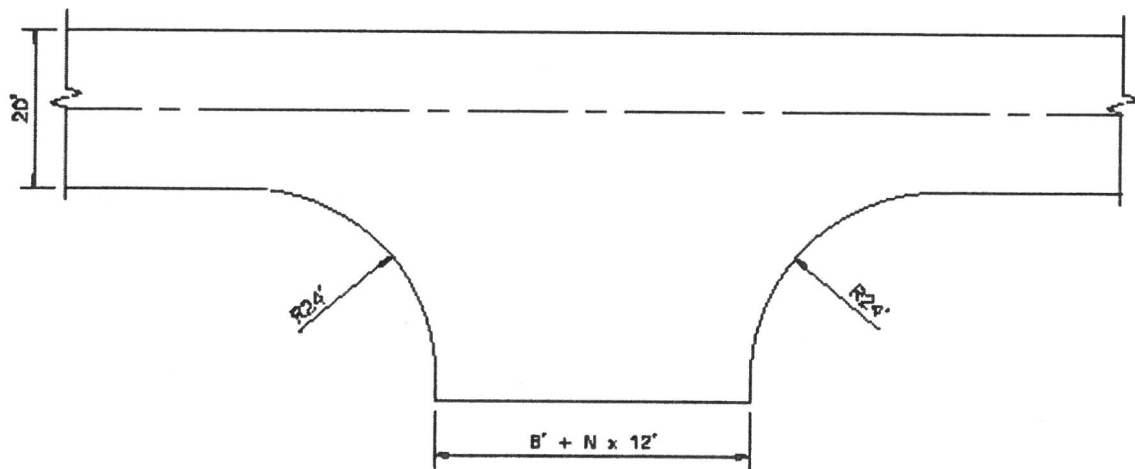
- ONLY COMMERCIAL AND PRIVATE APPROACHES SHALL QUALIFY TO HAVE MAILBOX TURNOUTS INSTALLED ADJACENT TO AND AS PART OF THE APPROACH. FOR PUBLIC ROAD APPROACHES AND INTERSECTIONS THE LOCATION METHOD AS SHOWN ON THE "MAILBOX TURNOUT LOCATION - INTERSECTIONS" SHALL BE USED (SEE SECTION IV A). WHEN MAILBOX TURNOUTS ARE USED AT PUBLIC ROAD INTERSECTIONS, MEASUREMENTS SHALL BE MADE TO/FROM THE FIRST MAILBOX CENTERLINE, PARALLEL TO THE ROADWAY CENTERLINE.
- MAILBOX TURNOUTS SHALL NOT BE SKEWED. THE APPROACH RADIUS MUST BLEND FROM THE ROADWAY SHOULDER TO THE TURNOUT SHOULDER AS SHOWN IN THE "MAILBOX TURNOUT" DETAIL.
- THE BALLAST (SEE DEFINITION OF TERMS) REQUIREMENTS OF MAILBOX TURNOUTS SHALL BE AS THE ADJACENT ROADWAY SECTION.

BOISE COUNTY ROAD DEPARTMENT	MAILBOX TURNOUT LOCATION AND WIDTH	FIGURE NO. 230
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**OPTION A**  
PARALLEL TURNOUT

NOTE: N = THE NUMBER OF PARKING SPACES



**OPTION B**  
PERPENDICULAR TURNOUT

NOTE: N = THE NUMBER OF PARKING SPACES

BOISE COUNTY ROAD DEPARTMENT	PARKING TURNOUTS	FORM NO 240
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**Table No. 8  
TABLE OF GENERAL DESIGN REQUIREMENTS**

	PCU Minor	PCU Local	PCU Collector	PCU Arterial
	Roads	Roads	Roads	Roads
	(one-lane)		Major/Minor	Major/Minor
Maximum Lots/ Parcels Served	4	50	No Limit	No Limit
Maximum Length	2,000'	5,000' if dead- end 16,000' if loop	No Limit	No Limit
Future Extension Possible <sup>1</sup> ?	No	No	Yes	Yes
Minimum Right of Way	50'	60'	60'	80'/70'
Total Width	20'	26'	30'	36'
Travelway - paved	20'	24'	26'	26'
Travelway - unpaved	20'	24'	30'	-
Shoulder	0'	1'	2'	6'
Single Driveway Access Allowed?	Yes	Yes	Yes	No <sup>2</sup>
Maximum Grade	10%	10%	10%	7%
Super Elevation	max. 0.04 ft. per foot	max. 0.04 ft. per foot	max. 0.06 ft. per foot	max. 0.06 ft. per foot
Angles at Intersection	70-90°	70-90°	80-90°	80-90°
Design Speed	15 MPH	25 MPH	45/35 MPH	65/55 MPH
Parking Turnout Spaces	1 Each Lot at Road Approach	1 Each Lot (Individual) <sup>3</sup>	1 Each Lot (Individual) <sup>3</sup>	N/A

**Notes to TABLE OF GENERAL DESIGN REQUIREMENTS:**

<sup>1</sup> "No" applies only if future extension is impossible due to terrain barrier or adjacent Federal or State ownership.

<sup>2</sup> Special Cases Only

<sup>3</sup> Parking turnout may be waived if driveway approach is 6% grade or less for at least the first 50' from road.

\* Local road may be returned to a second entrance to the same Public or PCU (Collector) road to be credited as looped for greater allowed length. Neither any Local road nor any Minor road shall in any case be connected to join two different roads of higher traffic capacity (i.e., PCU (collector) roads, Public roads, or highways maintained by other jurisdictions).

**SECTION 3.4 OFF-STREET PARKING REQUIREMENTS:**

**3.4.A GENERAL PARKING REQUIREMENTS:**

Adequate parking shall be provided for all land uses according to the following standards:

**3.4.A.1** Off-street parking and loading facilities shall be drawn to scale on a site plan for a building permit or other land use applications. This is not required for single-family dwellings.



- 3.4.A.2 Whenever a land use is changed or altered (enlarged, increase in number of employees, seating capacity, etc.) in such a manner that will increase the parking space requirement specified by this Ordinance, a site plan showing the design for the additional parking spaces shall be submitted to the Administrator for approval.
- 3.4.A.3 No inoperable or unlicensed vehicles shall be parked within a public right of way or public off-street parking areas.
- 3.4.A.4 The parking space requirements for buildings and uses not set forth herein shall be determined by the Commission.

**3.4.B LOCATION OF PARKING SPACES:**

An off-street parking lot for uses other than residential uses shall be located on the same lot/parcel as the principal use that the parking lot serves or within five hundred (500') feet of the principal building it serves. This five hundred (500') foot measurement shall be measured from the nearest point of the principal building to the nearest point of the parking lot. The parking lot shall comply with accessibility requirements of Chapter 11 of the International Building Code (IBC).

**3.4.C PARKING AREA REQUIREMENTS:**

All public or private parking areas which contain five (5) or more parking spaces shall be improved according to the following:

- 3.4.C.1 All parking areas except those in conjunction with single-family dwellings shall have surfacing of all weather or durable and dust-free surfacing materials as approved by the Board.
- 3.4.C.2 All parking areas, except those required in conjunction with a single-family dwelling, shall provide a barrier which will prevent cars from encroachment on abutting private or public property.
- 3.4.C.3 All parking areas which abut a residential area, shall provide a sight-obscuring fence, wall or hedge not less than six (6) feet in height.
- 3.4.C.4 Any lights provided to illuminate any public or private parking area shall be shielded and directed downward so as to reflect the light away from any abutting or adjacent use.
- 3.4.C.5 On-site retention of surface water runoff shall be adequate to drain the surface of the parking area to prevent the flow of water to adjacent properties.
- 3.4.C.6 Parking areas shall include designated snow storage.

**3.4.D PARKING LOT DESIGN:**

All parking spaces and parking lots shall be designed and constructed to the following minimum standards:

- 3.4.D.1 Parking Space Dimensions – minimum of nine (9) feet in width by twenty (20) feet in length.
- 3.4.D.2 Parking area aisle widths and angles shall be as listed in Table 9:

**Table 9. Parking Aisle Widths and Angles**

Parking Aisle Widths	Parking Angle in Degrees			
	30°	45°	60°	90°
One Way Traffic	12 feet	12 feet	24 feet	24 feet
Two Way Traffic	24 feet	24 feet	24 feet	24 feet

**3.4.E PARKING SPACES REQUIRED:**

The minimum number of off-street parking spaces required shall be no less than as set forth in *Table 4.1.D.8, Chapter 4*. The minimum number of required accessibility parking spaces shall comply with Section 1106 of the IBC as listed in Table 10:

**Table 10. Accessibility Parking Spaces Required**

TOTAL PARKING SPACES PROVIDED IN PARKING FACILITIES	REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
1,001 and over	20, plus one for each 100, or fraction thereof, over 1,000

**3.4.F COMMON FACILITIES FOR MIXED USES:**

**3.4.F.1** In the case of mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements for the various uses. Off-street parking facilities for one use shall not be considered to provide parking facilities for any other use except as provided below.

**3.4.F.2** The Commission may, upon application, authorize the joint use of parking facilities provided that:

**3.4.F.2.a** The applicant shows that there is no substantial conflict in the principal operating use of the building or use for which the joint use of parking facilities is proposed.

**3.4.F.2.b** The parking facility for which joint use is proposed is not further than five hundred (500) feet from the building or use requiring to have provided parking.

**3.4.G OFF-STREET LOADING REQUIREMENTS:**

**3.4.G.1** The provision and maintenance of off-street loading space is a continuing obligation of the property owner. Plans for off street loading shall be shown on a plan and submitted to the Planning and Zoning Department prior to the approval and issuance of a building permit.

**3.4.G.2** Owners of two or more buildings may agree to jointly utilize the same loading spaces, if approved by the Commission.

**3.4.G.3** Areas used for standing and maneuvering of vehicles shall have durable surfaces of asphaltic concrete or dust-free surfacing, maintained adequately for all weather use.

**3.4.G.4** Loading areas adjacent to residential uses shall be designed to minimize disturbance of residents.

**3.4.G.5** On-site retention of surface water shall be adequate to drain the surface of the loading area to prevent flows of water onto adjacent properties.

**SECTION 3.5 STREET NAMING AND ADDRESS NUMBERING:**

**3.5.A APPROVALS REQUIRED:**

Before any road is named, approval shall be obtained from the Board. Any address numbers shall be assigned and approved by the Planning and Zoning Department or its designee.

Official road names shall be maintained on an Official Road Name Map and Official Road Name List filed in the office of the Planning and Zoning Department or a designee of the Board.

### **3.5.B DESIGNATION OF ROAD NAMES:**

- 3.5.B.1** It is hereby established in the unincorporated areas of Boise County that the following rules and regulations for the naming of roads shall apply. The Board shall, by Resolution, establish the Official Road Name List. Thereafter, all new roads shall be established in accord with the standards hereinafter set forth.
- 3.5.B.2** The following standards shall be used in determining and approving road names:
- 3.5.B.2.a** There shall be no duplication of road names by sound or spelling. Differentiation shall not be by the addition of suffixes, such as road, lane, etc.
  - 3.5.B.2.b** Names of future road dedications, whether public or private common use, shall be submitted by the person or agency proposing the road dedication to the Planning and Zoning Department.
  - 3.5.B.2.c** A proposed road shall be considered in general alignment with an existing road, if it is no farther than 150-feet (150') from the centerline to centerline. Where a proposed road is in the same alignment as an existing road and is a continuation of that road, the name of the existing road shall be maintained with the appropriate designation.
  - 3.5.B.2.d** Where a proposed road connects two (2) differently named roads located on the same alignment, the County shall designate the name of the proposed road, giving consideration to the length, collector status, period of usage and number of residents affected.
  - 3.5.B.2.e** A cul-de-sac which has an overall length of more than 100-feet (100') (as measured from the centerline of the principal road to the point of radius) shall carry a new name, and must be named in accordance with the provisions herein.
  - 3.5.B.2.f** Both portions of an "L" shaped road shall carry the same name if either leg is 100-feet (100') or less in length, all other L-shaped segments shall carry two (2) names.
  - 3.5.B.2.g** In general, road names shall not be over ten (10) letters in length including spaces, unless otherwise approved by the Board. All road names shall conform to this limitation except where existing names are to be continued due to alignments.
  - 3.5.B.2.h** Road names which are difficult to pronounce or spell shall not be accepted.
  - 3.5.B.2.i** Any lack of compliance for the initial maps and road names as adopted prior to this Ordinance shall be permitted.

### **3.5.C PRIVATE ROADS:**

- 3.5.C.1** Applications for private road names shall be subject to approval by the County. Designated private road names shall be listed on the Official Road Name List. Private road names shall be in compliance with this Section.
- 3.5.C.2** The developer or property owner shall install and maintain private road signs on all roads within the development, as well as those roads that intersect public roads or are within the public right-of-way. Private road signs shall conform to the standards of this Ordinance.



**3.5.D SUBDIVISIONS:**

- 3.5.D.1** Proposed subdivision road names shall be shown on all preliminary and final subdivision plats when submitted to the Commission for review. No preliminary or final plat shall be approved until the road names have been reviewed and approved by the Board, after being checked against the Official Road Name List for possible duplication or other violations of this Section.
- 3.5.D.2** All half-roads or partial roads shall be named in accordance with provisions of this Section.
- 3.5.D.3** No plat shall be approved by the Board for recording until all provisions of this Section have been met.
- 3.5.D.4** It shall be the responsibility of any applicant creating a new road to finance the cost of installing road name signs at each and every designated location. Road name signs shall conform to the County's Road Name Sign specification requirements per this Section.

**3.5.E CHANGES IN ROAD NAMES:**

- 3.5.E.1** Where necessary or desirable, any person may make application to the County to change a road name. The County may also initiate a road name change at its sole discretion for reasons of duplication, similar pronunciation or spelling or for other reasons for public safety or convenience.
- 3.5.E.2** In the case of road name change necessitated due to duplication, similar pronunciation or spelling, the County shall determine the road name to be changed and select the new name to be used. The County shall take into consideration the number of existing addresses on the roads in question, the length of time each road has used the name in question, the date of the original dedication of said road, each road's compliance with this Section and any other factor pertinent to resolving the similar pronunciation or spelling. No road name may be changed until the proposed names have been checked against the Official Road Name Map and List and approved by the Board.
- 3.5.E.3** The Board may be petitioned to change a road name by all property owners signing a petition to do so or the Board may hold a public hearing on this matter. If a public hearing is set, all property owners and residents having frontage on the affected road shall be notified by mail under the following procedure:
  - 3.5.E.3.a** The applicant shall submit a list of addresses of all dwellings located on the affected road to the County.
  - 3.5.E.3.b** The County shall mail notification to all affected residents and property owners and post a notice on location.
- 3.5.E.4** Failure of the County to mail notice to all residents and property owners in no way shall affect the validity of such procedures.
- 3.5.E.5** All proposed changes to road names will consider inconvenience to residents and property owners in the area. All residents and property owners shall be mailed notification of the Board's final decision.
- 3.5.E.6** All road name signs shall be located in such a manner as to be clearly visible to persons operating vehicles on the road.
- 3.5.E.7** The minimum letter size shall be four inches (4") in height and placed on a six inch (6") by variable length (6" x variable length) blank.
- 3.5.E.8** Existing names exceeding the ten (10) letter length restriction shall use three inch (3") lettering, if deemed necessary by the Board.
- 3.5.E.9** All signs shall have reflective lettering in addition to having contrasting colors.
- 3.5.E.10** All public road signs shall be on a green background with white lettering.

- 3.5.E.11 All private road signs shall be on blue background with white lettering.
- 3.5.E.12 All road name signs shall have the names lettered on both sides and shall be positioned so that the name is visible from both directions of the road.

**3.5.F RURAL ADDRESS NUMBERING:**

- 3.5.F.1 All rural address numbers shall conform to the milepost system as much as possible which is shown on the Official Rural Addressing System Map approved by the Board. The general standards to be used in developing a rural address milepost system are as follows:
  - 3.5.F.1.a Federal and State Highways: Point of reference on these roads will be milepost markers. Individuals whose residences or business is adjacent to these roads will be numbered from the milepost markers to the nearest hundredth mile.
  - 3.5.F.1.b County and Private Roads: Point of reference for these roads will be at the beginning point of the road. As with federal and state roads, the address for individuals located on these roads will be to the nearest hundredth mile.
- 3.5.F.2 All address numbers located within the unincorporated and city impact areas of Boise County shall be assigned by the County. No other persons or organization, public or private, shall assign an address number to any residence, business, industry, or other use. Addresses located inside the city limits of Crouch, Horseshoe Bend, Idaho City, and Placerville shall be issued by the appropriate city designee.
- 3.5.F.3 The following shall be used as a guide in assigning such address numbers by the County:
  - 3.5.F.3.a Only one number shall be assigned to each business, dwelling unit, or other use.
  - 3.5.F.3.b Numbers shall be assigned to vacant lots within platted subdivisions and shall be assigned in such a manner that adequate numbers are reserved for possible future development or re-subdivision of such land.
  - 3.5.F.3.c All addresses shall be assigned on the road upon which the structure's driveway for the structure originates.
  - 3.5.F.3.d All addresses located on the north and east sides of the roads shall be even numbers. All addresses on the south and west sides of roads shall be odd numbers. These requirements may be varied in the case of meandering roads. When a road has been determined to be running in predominately one direction, the number shall not be changed if there is slight change in road direction.
- 3.5.F.4 Approved street address numbers shall be:
  - 3.5.F.4.a Posted on the property where the driveway meets a road and be visible and legible from both directions while traveling on the road.
  - 3.5.F.4.b Reflective, contrasted with their background, and be visible in the daytime and nighttime from the road.
  - 3.5.F.4.c At least four inches (4") in height.
  - 3.5.F.4.d House numbers and plaques may be obtained from the Planning and Zoning Department at a cost established by the adopted fee schedule.
- 3.5.F.5 Existing address numbers not in conformance with the Official Rural Addressing Map may be changed by order of the Board, giving official written notice at least



ninety (90) days in advance of the effective date of such change to the property owners and those local agencies affected by such change.

## **SECTION 3.6 SIGN REGULATIONS:**

### **3.6.A REQUIREMENTS:**

- 3.6.A.1** Boise County shall regulate the size, amount and location of signage as provided by this Ordinance. In order to preserve rural character, flashing signs, reader boards or billboards are not allowed.
- 3.6.A.2** The following requirements shall apply to all signs that are proposed to be installed, constructed, painted, or altered after the effective date of this Ordinance:
  - 3.6.A.2.a** Signs Requiring Administrative Approval: Unless otherwise noted as exempt in this Ordinance, any sign shall require administrative approval prior to construction and/or placement.
  - 3.6.A.2.b** Primary Highways: The standards of this Section shall apply to all primary highways covered by the Idaho Highway Beautification Act, Idaho Code Title 40, Chapter 19, to the extent that this Section is more restrictive with respect to maintaining signs on such roadways.
  - 3.6.A.2.c** No rotating beam, beacon or flashing illumination that may resemble an emergency light shall be used with any sign display. Temporary or permanent signs shall not have blinking, rotating or moving parts or components. Signs shall not have pennants or balloons. No portable signs on wheeled trailers or in vehicles.
  - 3.6.A.2.d** It shall be the responsibility of the owner of the property and/or improvements to remove any sign or signs where the associated land use has been discontinued for more than ninety (90) calendar days. If a one-time event, the removal of signs shall take place within seven (7) calendar days after the event closure.
  - 3.6.A.2.e** Preview signs that are erected for a future use shall be for a business that is an allowed use or has received a conditional use permit to operate. Preview signs shall meet the provisions of this Ordinance.
  - 3.6.A.2.f** The size shall be not greater than thirty-two (32) square feet per face. Cut-out or molded letters, or advertising when applied to buildings, shall not be greater than a thirty-two (32) square foot field on the building.
  - 3.6.A.2.g** Permanent signs shall be rural in character and appearance and materials may include, but not be limited, to wood, stone character, metal or other natural material. Signs may be painted, sandblasted, carved or constructed by other technically feasible methods. Colors such as neon, fluorescent, etc. shall not be allowed.
  - 3.6.A.2.h** For ground mounted signs, the top of the signs shall be mounted not more than ten (10) feet off the ground. If the street/road elevation is greater than the elevation of the mounting site, street/road elevation may be used to determine the height. The total height of the mounting structure shall be no greater than twelve (12) feet. Special attention must be given to the placement of signs near intersecting roads to assure there is not obstruction of vision from any vehicle.
  - 3.6.A.2.i** No more than three (3) permanent signs may be placed at a permitted use location. One sign is allowed on the building. One two-way sign or two one-way signs facing each direction is allowed in the land use area.

- 3.6.A.2.j For commercial malls or Planned Unit Developments (industrial or commercial or a combination of land use) not more than one ground mounted sign structure shall be allowed on each road or street frontage. The sign may be used to identify the occupant and land use. A projecting or swinging sign is not allowed. One sign shall be allowed to be mounted flat to the building front of each shop, store or land use.
- 3.6.A.2.k No sign or sign structure shall be placed upon any County road or highway right-of-way for any purpose other than approved County, state and federal signs. At no time shall any sign be mounted or affixed to any utility pole or structure other than as may be required by the utility owner or law.
- 3.6.A.2.l At no time shall a sign or portions of it be allowed to project above the roof line of the building on which the sign is mounted.
- 3.6.A.2.m Off-premise or outdoor advertising signs are prohibited in the unincorporated areas of Boise County.
- 3.6.A.2.n An application for any sign or advertising display or structure for which no specific regulation appears in this Ordinance shall receive appropriate Planning and Zoning Department staff review as outlined in this Ordinance.
- 3.6.A.2.o Signs may be illuminated by shielded or directed light sources.
- 3.6.A.2.p Any signs placed along State Highways must meet the standards of the Department of Transportation and Boise County.

### **3.6.B EXEMPTIONS:**

Signs exempt from county permit requirements are:

- 3.6.B.1** Directional or information signs that are no larger than three (3) square feet per face, which help direct on premises land uses or activities, and do not display an advertising message (for example: Public convenience signs identifying restrooms, public telephones, walkways and similar features or facilities, parking directions, etc.).
- 3.6.B.2** Memorial signs or tablets displaying names of buildings and dates of erection when cut into the surface or facade of the building.
- 3.6.B.3** Signs required by law or that serve the public interest such as traffic signs, railroad crossing signs, legal notices, warning of temporary emergencies, construction zones, presence of underground cable, utility signs, and similar signs installed on public property and are owned and maintained by County, state, or federal agencies or a public utility company.
- 3.6.B.4** Temporary signs or banners that bear no product advertising and announce community or civic events. Such signs or banners shall be removed within seven (7) calendar days following the event.
- 3.6.B.5** Signs that identify the architects, engineers, contractors, lenders, government agencies or programs (i.e. FHA, HUD, FMHA, Low Cost Housing, Senior Citizen Center, etc.) and other individuals or firms involved with the construction. This shall not include any advertisement of any product, or signs announcing the character of the building enterprise or the purpose for which the building is intended, or use of the project. The signs shall be confined to the site of the construction and shall be removed within fourteen (14) calendar days after the beginning of the intended use of the project.



- 3.6.B.6** Homeowner locator signs placed at intersections are allowed if each sign is not more than one (1) square foot per face and the mounting device is located off public road right-of-way. Such signs shall be kept in good repair.
- 3.6.B.7** Signs advertising the sale, rental, or lease of real property shall be confined to the property to which they apply. Such signs may be up to a total area of (32) thirty-two square feet per face in size. The number of signs shall be limited to one sign per parcel up to and including 40 acres, or not more than one sign per frontage. Directional signs may be placed at intersections to direct interested parties to real estate that is for sale, for rent or lease. Only one (1) directional sign per agency will be allowed. The directional sign shall not be more than 16 square feet. Such sign may indicate the name of the real estate agency or their logo. Signs must be kept in good repair. All such signs shall be removed within fourteen (14) calendar days after the sale, rental or lease. All signs are to be placed on private property. Said signs are allowed only when a change in direction is required to lead customers to the property. Subdivision directional signs may only be erected after county approval of the final plat for the subdivision and must be removed after the last lot within the approved final plat is sold by the developer.
- 3.6.B.8** Signs announcing candidates seeking public office and other data pertinent thereto, up to an area of thirty-two (32) square feet for each premise. Such signs shall be confined to private property and removed within fourteen (14) calendar days after the election for which they were intended.
- 3.6.B.9** Window signs in a window display of merchandise when incorporated in that display.

**3.6.C SIGN PLAN:**

- 3.6.C.1** A Sign Plan shall be included with the application and shall be submitted to the Planning & Zoning Department. The sign plan shall contain the following information:
  - 3.6.C.1.a Materials to be used in manufacturing and constructing the sign.
  - 3.6.C.1.b Sign size, message size or field of lettering, and proportions.
  - 3.6.C.1.c Lettering size or graphic style.
  - 3.6.C.1.d Design features other than lettering such as symbols, logos, etc.
  - 3.6.C.1.e Color scheme.
  - 3.6.C.1.f Lighting, if proposed.
  - 3.6.C.1.g Location of each sign on the building and/or property.
- 3.6.C.2** Sign plans shall be drawn neatly to scale to present a clear and accurate picture of the proposal. More than one drawing and drawings at various scale may be used.
- 3.6.C.3** The sign plan and application shall be reviewed by the Administrator for compliance with the standards and requirements of this Ordinance. All sign plans and sign approvals shall require approval by the Administrator prior to construction and/or placement. Any reconsiderations or appeals related to the approval or denial of a sign plan and application shall be governed by the Reconsideration or Appeals process defined in Chapter 2 of this Ordinance.

**3.6.D SIGN STANDARDS FOR LAND USES:**

- 3.6.D.1** AGRICULTURAL: One two-way or two one-way identification signs each not to exceed thirty-two (32) square feet per face.
- 3.6.D.2** RESIDENTIAL SUBDIVISION ENTRANCE(S): One (1) identification sign at each entrance, a maximum of two signs, not to exceed thirty-two (32) square feet per face.

- 3.6.D.3 COMMERCIAL/CIVIC: One two-way or two one-way identification signs not to exceed thirty-two (32) square feet per face.
- 3.6.D.4 RECREATION OR FORESTRY: One (1) identification sign, not to exceed thirty-two (32) square feet per face.
- 3.6.D.5 RESIDENTIAL: One (1) identification sign, not to exceed six (6) square feet per face, shall be exempt from permit requirements.

**SECTION 3.7 BUILDING PERMITS, REQUIREMENTS, AND FEES:**

**3.7.A BUILDING PERMIT REQUIRED:**

- 3.7.A.1 Any person erecting, constructing, installing any sized building, structure, or manufactured/mobile home; or, making any major structural modification as defined, to a building or structure shall first obtain from Boise County a building permit which said permit is the authority to commence construction or installation; subject to the Building Codes Ordinance.
- 3.7.A.2 Commercial/Civic Buildings must be constructed according to building codes as adopted in Idaho Code Title 39, Chapter 41. The applicant is required to obtain an Upgraded Building Permit with state certified inspections. Boise County must receive copies of all inspection reports from a state certified inspector prior to the issuance of an occupancy certificate or final inspection.
- 3.7.A.3 Any proposed building in areas of the county where topographical slopes are greater than fifteen percent (15%) or where adverse conditions associated with slope stability, erosion, or sedimentation are present, as determined by the Administrator or County Engineer, shall conform with the additional Hillside Regulations set forth in this Ordinance
- 3.7.A.4 Outbuildings: shall be a minimum of six (6) feet from any residential, commercial or public building and shall not pose any threat to any other building or structure in the event of structural collapse.

**3.7.B EXEMPTION:**

Uninhabited structures where the footprint is less than two hundred ten (210) square feet in size do not require building permits.

**3.7.C APPLICATION:**

Application for building permits shall be on forms as determined by the Administrator, and the applicant shall be required to produce an approved Central District Health Permit for the project and compliance with this Ordinance.

**3.7.D TIME EXTENSION OF A PERMIT:**

A building permit expires if the work or building authorized by the permit is not commenced within one hundred eighty (180) days from the permit date. Prior to expiration an applicant may follow the process as outlined in Section 2.8 of this Ordinance for a time extension.

**3.7.E CERTIFICATES OF OCCUPANCY AND LETTERS OF COMPLETION:**

If the applicant requires a Certificate of Occupancy from the County, the County will require a certification of plan review and certification that the structure has been built to State adopted building codes provided by a state certified inspector, contracted by the county, prior to issuance. If the applicant requires a Letter of Completion on a manufactured/mobile home from the County, the County will require a Certification of Completion provided by a state certified inspector, contracted by the County, prior to issuance.