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October 31, 2016

Nancy Cooley
Blaine County Zoning Specialist
219 First Avenue South Suite 208
Hailey, ID 83333

Subject: Animal Shelter of the Wood River Valley County Engineer Comment Response Letter

Dear Nancy,

Thank you for the county engineer's comments regarding the proposed Animal Shelter of the Wood River Valley at 101 Croy Creek Road (Croy Canyon Ranch #1 Lot 1). Below are our responses to his comments. Please contact me if there are any additional comments or questions.

1. *ISPWC standards and specifications for construction materials, methods, and testing are acceptable for this project. To ensure construction in accordance with County standards, the ISPWC references for all construction materials specifications (aggregates, asphalt, concrete, geotextiles, etc.), construction procedures, and testing, should be included on the final construction drawings. Since the construction site appears to be over one acre, the plans will need to include an erosion and sediment control plan (ESCP) to meet NPDES CGP requirements for construction activities. Such an ESCP may be included in a project SWPPP, which development of this SWPPP sometimes is deferred to the construction contractor. Per County requirements, the County should receive copies of the final construction plans, specifications, and schedule, stamped by a professional engineer, and indication of compliance with the NPDES NOI/SWPPP requirements, prior to the start of construction.*

   Construction drawings and specifications will be in compliance with ISPWC and County standards. A SWPPP will be completed prior to construction by the general contractor or the design engineer.

A-6
EXHIBIT

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2. *Based on a general review of the anticipated capacity of septic sewer design, the existing municipal Water Right Permit appears adequate for the domestic/commercial uses proposed. Based on a general review of the landscaping plans provided, the Water Right Permit for irrigation of 1.5 acres also appears this permit may be adequate for the uses proposed.*

   The application is unclear with regards to stating that adequate water is available on-site to develop these water right permits. That is, the application indicates the Spring Creek Ranch Feasibility Study indicates adequate water is available, but I am not sure that Study included, or was specific to, development of a well on this site. In addition, Jim Laski's email correspondence to Tom Bergin indicates Brockway Engineering is currently working on an on-site well analysis. Either way, to ensure to the County that an adequate water supply is available, the applicant should provide the County with completed documentation for the indicated water permit place-of-use transfer, and documentation sufficiently supporting the proposed development of necessary diversions, storage, and distribution, for irrigation and domestic/commercial uses, prior to the completion of construction and final platting. In addition, the proposed water system (i.e. well construction, storage structures, and distribution system details) should be included on final construction drawings, stamped by a professional engineer, and submitted to the County. New well construction is subject to IDWR Well Construction Requirements, including proof of no adverse impact to other wells.

   Brockway Engineering is currently conducting a water adequacy study which will be completed prior to the Planning and Zoning public hearing on December 8, 2016. Well construction will be in compliance with IDWR standards.

3. *The complete fire protection system plans, including any proposed fire hydrant locations and delivery capacity, should be included on the final construction plans, stamped by a professional engineer, and submitted to the County. Wood River Rural Fire should approve the fire protection system, including fire flow storage in proposed cisterns, fire flow delivery capacity, and any necessary fire hydrant locations, as appropriate. Approval of the fire protection system shall be submitted to the County prior to issuance of a Building Permit.*

   Stamped construction plans will show the above summarized fire protection information and Benchmark Associates will coordinate with the Wood River Rural Fire district for approval.

4. *The proposed individual sewer system is subject to approval from SCPHD. An additional groundwater study may currently be in progress from Brockway Engineering, but this additional study is not referenced in the application's other submitted documents regarding the proposed septic system. Inclusion of a statement indicating the proposed septic system is not likely to adversely impact the groundwater or surface water quality down-gradient of the project, prior to start of construction, is recommended to indicate compliance with County standards.*

   The proposed septic system will be designed per DEQ of Idaho standards. By designing to DEQ standards, ground and surface water protection will be addressed.

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5. *The applicant should submit drywell calculations indicating the proposed size of the drywells are adequate for the area each drywell infiltrates, per the on-site soil infiltration capacity as indicated per the Soils Report soils data, or other on-site soil infiltration capacity data. The final construction plans details should follow the recommendations of the Soils Report, unless specific deviations from the Soils Report are justified by the responsible professional engineer-in-charge. A pipe trench detail should be included, or referenced, on the final construction plans. These final construction plans should be stamped by the professional engineer-in-charge, and provided to the County prior to the start of construction. As noted above in Comment #1, the construction site appears to be over one acre, and the plans will need to include an erosion and sediment control plan (ESCP) to meet NPDES CGP requirements for construction activities. Such an ESCP may be included in a project SWPPP, which development of this SWPPP may be deferred to the construction contractor. However, the County should receive copies of the completed ESCP prior to the start of construction.*

   Stamped construction plans will include drywell calculations showing adequate infiltration of the design drainage basins per the Soils Report. A pipe trench detail will also be included in the final construction plans. A SWPPP/ESCP will be submitted to the county prior to construction.

6. *The proposed two accesses are recommended as acceptable, as opposed to a more desirable single access for a single property, since another access would be expected with the given lot frontage, if the property was subdivided per the R-5 zoning. The County standard minimum approach spacing for R-5 zoning is 400 feet. The project proposes less than 20 feet separation from the access to Simons Property, approximately 60 feet from the existing approach to the existing Animal Shelter facilities, and 362 feet between the two proposed approaches. For consideration as an alternative to this proposed access layout, I suggest combining the "staff parking" access with the adjacent Simons Property approach. This Simons Property access is fixed in that location due to the flag lot configuration, and roughly aligns with the existing access to the Animal Shelter property on the north side of Croy Creek Road. If combining the west project approach with the adjacent Simon property is not possible, or not desired, then I suggest the west access to the project be relocated east to meet the County standard 400 feet access separation requirement for R-5 zoning. The applicant should provide an explanation why the minimum 400 feet separation between the two project site approaches cannot be met, and the proposed AASHTO stopping sight distance is proposed, instead.*

   A joint access with the Simons Property would be acceptable to the applicant; however, the applicant would request the proposed staff entrance location remain in its current location because there is an existing power pole roughly in the middle of the flag lot frontage, and the access cannot be shifted far enough west to line up with the existing animal shelter driveway on the north side of Croy Creek Road. The applicant would be willing to grant an access easement to the adjacent property owner upon the development of 121 Croy Creek Road.

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A 362-foot staff and visitor access separation is proposed to meet current national standards in AASHTO "A Policy on Geometric Design of Highways and Streets" from 2011.

7. *With regards to the left-turn warrant analysis, the applicant should submit a final study report, stamped by a professional engineer to meet State of Idaho engineering practice requirements. Assuming the final study will report a similar analysis (that is, the traffic count, projections, and distribution assumptions do not change) and conclusions, I accept the assumptions presented.*

   I do not agree with the recommendation to lower the speed limit on this segment of Croy Creek road to 35 mph. Observed travel speeds in this segment of Croy Creek Road indicate the currently posted 45 mph speed limit is appropriate, and posting a lower speed limit is unlikely to have a significant effect on actual travel speeds, without almost constant enforcement. I do not know the history of this posted 45 mph speed limit on Croy Creek Road, but assuming this speed limit was recommended through appropriate review of either travel speeds or roadway design, the posted speed limit would not be out of compliance with County Code, as stated in the preliminary report submitted by the applicant.

   With regards to a left-turn recommendation, I suggest a left-turn is not warranted. While I agree the ITD warrant analysis recommends consideration of a left-turn lane, the ITD analysis is very conservative, even compared to other methods of analyzing left-turn lane warrants. And probably most significantly, the traffic volumes on Croy Creek Road a relatively low when considering left-turn lane warrants. Given these low directional volumes, the vehicles desiring left-turning movements into the site, are likely to find ample, adequate gaps in eastbound traffic to complete the left-turn movement without delaying a significant number of vehicles in the westbound direction.

   The Left Turn Lane Warrant Analysis report has been revised per the above comment. A stamped copy of the report will be submitted to the applicable agencies.

8. *The proposed approaches to Croy Creek Road shall meet County approach standards, including roadside drainage and snow storage, and are subject to County approach permit approval from the Road & Bridge Department.*

   The approaches will be designed per Road & Bridge Department standards, and acess permit approval will be obtained prior to construction.

9. *Internal roads indicate longitudinal drainage grades of 1%, which is pretty flat for drainage on asphalt....minimum 2% is suggested in these areas of longitudinal drainage on asphalt.*

   Minimum cross slopes of 2% are proposed in all asphalt areas. All longitudinal slopes will be increased to 2% to accommodate drainage where necessary.

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10. *The applicant will need to indicate compliance with ADA requirements on final, professional engineer stamped, grading plans.*

    The grading plan is designed to meet ADA requirements. Compliance will be indicated on final construction plans.

11. *Proposed lighting will need to meet the County's dark sky requirements...the applicant may*

    The proposed lighting plan is in compliance with the dark sky ordinance.

Sincerely,

Samantha Stahlnecker

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