

To: DaNiel Jose
From: Caden Fuhriman
Date: February 8, 2018



MEMORANDUM

Subject: Swan Valley Public Hearing Jan. 8, 2018 Public Concerns of The Centre at Rainey Creek

This memo is to address the concerns that City Council and the public of Swan Valley expressed in regards to The Centre at Rainey Creek. In the public hearing dated, January 8, 2018, The Centre at Rainey Creek was brought before the City Council and public to obtain approval from the City Council on the submitted Planned Unit Development and Rezone. During the meeting there were various concerns brought forth by the public and City Council members. Those concerns have been noted and thoroughly gone through so they could be addressed. Below is a list of the concerns noted, and the engineering responses to each concern.

1. Density; there will be too much development for the size of property. This will affect the wildlife and habitat.
 - a. *The proposed density for the project will be higher than the area is used to due to larger lots typically associated with requirements for individual septic tank and drainfield systems. However, with a large scale absorption system (advanced wastewater treatment system), increased density is possible. Additionally, many concepts have been vetted through the past year to ensure the integrity of the land and valley are upheld and maintained. Spacing requirements away from Rainey Creek and property lines will ensure that habitat near Rainey Creek will be preserved.*
2. Effects to Rainey Creek, specifically to the Swans (which need 100 yard of clear landing runway) and wildlife habitat.
 - a. *There are state setback requirements to water ways. All required setbacks have been met including a 75 ft. setback from high water line on either side of Rainey Creek. In this setback zone, vegetation will be enhanced or maintained with native vegetation. Therefore, the habitat of Rainey Creek will likely be improved and impact will be minimal if any. Assuming Trumpeter Swans require a minimum of 100 yards of clear runway, we have analyzed the current design and found that almost 200 yards of landing runway exists along Rainey Creek on each side of the proposed pedestrian bridge.*
3. Keeping the natural state of Rainey Creek and don't build too close to Rainey Creek.
 - a. *As mentioned above, the state has setback requirements to ensure bodies of water are not altered in anyway. There are delineated wetlands along Rainey Creek and the northwest corner of the property. All setback requirements from water ways and wetlands, (Rainey Creek) have been met to preserve the natural state of Rainey Creek.*

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4. Population density is a concern.
 - a. *As previously mentioned, the density will be greater than the valley's typical lot development. The bay-home dwelling units for the development are optimized for recreational and frequent visitor use. They are not anticipated to have full time residency. The townhomes will more likely be for full time residence and weekend visitors. The location of the property is at the only intersection of two State Highways within Swan Valley, which lends itself to higher density development. The proposed project will provide reasonably priced housing.*
 5. Too much pavement
 - a. *There is roughly 3.39 acres of pavement for the development, which is $\pm 15\%$ of the site. This includes all of the drive isles and required parking for the commercial lots. The majority of the site is actually in open space and common areas.*
 6. Is there enough parking for the commercial lots?
 - a. *According to Bonneville County parking regulations, the community services will need a required amount of 39 parking stalls and the market place will require roughly 33 parking stalls. There are 49 parking stalls provided for the community services building and 41 parking stalls provided for the market place.*
 7. Not enough natural landscaping
 - a. *The image on the presentation exhibit is conceptual. The intended landscaping for the majority of the project will be natural grasses that reside naturally in the area. The natural landscaping that will be provided will be roughly 75% of the total development.*
 8. Waste water treatment plant
 - a. *There will be an advanced waste water treatment system. The total system will be underground and accessed through manholes. Each dwelling unit on the east side of Rainey Creek will have its own septic tank, the effluent will be pumped from each septic tank to a secondary treatment location, once the effluent is treated a second time it will be dispersed into a large scale absorption system (drainfield). The west side of Rainey Creek will function in the same manner (individual drainfields for each side of Rainey Creek); each building will have its own septic tank. The drainfields and septic system were designed and sized for the proposed development by RC Worst. There has been a Nutrient Pathogen study conducted to ensure that the soil is not contaminated and that nitrates will not leach into the ground water beyond acceptable standards. Numerous meetings have been held with the Idaho Division of Environmental Quality and East Idaho Public Health District. The system will be designed to meet the regulatory requirements of these agencies. The large scale absorption systems (drainfields), will be monitored on a regular basis to comply with DEQ standards to ensure regulations are continually being met.*
 9. Light Pollution
 - a. *There will be lighting for parking and for the buildings, the lights that will be used will take advantage of LED technology. By using LED technology, we can*

minimize light pollution by directing the light to specific locations, such as the ground. All parking lights will be encased so that light will be directed even more so towards the ground.

10. Too many accesses onto Highway 26

- a. *There are three (3) proposed approaches onto Highway 26. Because Highway 26 is regulated by the Idaho Transportation Department (ITD), they regulate and permit approaches onto state roads. Permits have been submitted previously to ITD and all three (3) access points have been approved following the specific requirements set by the state; adequate spacing between each approach, adequate spacing between an approach and an intersection, number of approaches and spacing distance dependent on road type, road speed limit, road density (average daily trips), etc. These are all taken into account by ITD to ensure that an approach will not detrimentally impact the current flow of traffic on that road. Two access points are to ensure appropriate circulation within the commercial area and one access is primarily dedicated to the bay-home area.*

11. Ensure that the development is completed

- a. *The site improvements and infrastructure (roads, parking, utilities, etc.), will be installed and constructed before any building is built. Once the infrastructure is constructed the buildings will be built in phases. The first phase will most likely contain the market place and part of the community services building. The community services building may be built in modules, for easy expansion depending on market demand. All of the other dwelling units will be completed in phases to ensure project completion based on market demand.*

12. There are already many developments available

- a. *One of the purposes of this development is to give the community options to live where they don't have to maintain large acreage property. They will not have to worry about plowing snow, maintaining water wells, maintaining their septic systems, yard maintenance etc. These will all be part of an association that will take care of all these items.*

13. Increases in traffic

- a. *There will be a slight increase in traffic due to the convenience of having a market place and other facilities available. As mentioned previously, the Idaho Transportation Department has reviewed the uses of the buildings and have granted access approaches onto Highway 26 and Highway 31, and have found the increase would not warrant any mitigation because the increase would be minimal based on highway capacity.*

14. Access to the facilities

- a. *All of the proposed facilities will be accessible to the public, (parks, market place, community services, etc.).*

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