

From: Monte Woolstenhulme
Sent: Friday, April 26, 2013 3:40 PM
To: Angie Rutherford
Subject: Teton SD 401 response to River Rim Ranch PUD Division II

Dear P & Z,

As River Rim continues to be developed, the school district would request adequate school-bus turnaround areas be constructed at the intersection of main subdivision access roads along Highway 33. The school district does not run school buses on subdivision roads, and would find it much safer to use turnaround areas to load/unload students when appropriate, as determined at a later date according the established bus routes and school transportation services.

While school buses would retain the authority to stop along Highway 33 to load/unload students and halt traffic, turn around options at each main intersection of the subdivision would facilitate safer alternatives in the future.

Sincerely,

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Monte R. Woolstenhulme, Ed.S.
Superintendent, Teton School District 401



WK: 208-354-0245
CELL: 208-313-0245

Teton County Engineer
MEMO

150 Courthouse Drive
Driggs, Idaho 83422

May 6, 2013

TO: Teton County Planning Department
FROM: Jay T. Mazalewski, PE
SUBJECT: River Rim Division II – Plat & Plan Amendments

The following are my comments from reviewing the River Rim Division II Master Plan Amendment and Plat documents dated April 15, 2013, as request by the Teton County Planning Department. This review will be broken into three parts, addressing the Development Agreement, Master Plan changes and addressing the Final Plat changes. These comments should be automatically carried over for the final review.

DEVELOPMENT AGREEMENT:

1. (2-B, 2-C) Although the proposed language states no building permits shall be issued, I believe the current county policy requires the infrastructure to be completed prior to the sale of lots. These lots shall not be available for sale until the utilities are completed and the road is brought up to county standards.
2. (2-D) What happens if the added lots in Block 6 are sold and then golf course is constructed?
3. (2-E1)
 - a. A designated pathway for the public should be included on the West Loop Road as this was required for relocation of N9400W.
 - b. Change the wording from “shall” to “may” be vacated. Please note that only the Board of County Commissioners may vacate a right-of-way.
4. (2-E2, E3)
 - a. Please note that these roads must be designed and constructed to handle the anticipated traffic loads at full build out, including agricultural and truck traffic.
 - b. The current county policy requires the infrastructure to be completed prior to the sale of lots. These lots shall not be available for sale until the road is brought up to county standards.
 - c. The revised road improvement completion date of 2016 is unacceptable. The current road is in poor shape. This road must be completed to a gravel surface by the 12/31/2014 as agreed upon in the revised 2011 Development agreement.
5. (2-E4) The current county policy requires the infrastructure to be completed prior to the sale of lots. These lots shall not be available for sale until the road is brought up to county standards.
6. (2-E5) Please clarify the commercial use trigger. Will the turning lanes be constructed if any of the commercial uses identified in J are initiated?
7. (2-G) A letter of approval regarding this proposal from Department of Environmental Quality and Eastern Idaho Public Health must be provided by the applicant.
8. (2-H)
 - a. Please add that the Owner will provide documentation from an Idaho Registered Engineer certifying the improvements have been completed as designed.

9. (9) A one year warranty period will begin once the entire infrastructure for each phase is complete. This is per the 2011 revised development agreement and should remain.
10. (10) No building or occupancy permit shall be issued prior to the completion of the infrastructure for that phase.
11. (11-B) Is the applicant constructing the public trail and snowmobile trail? If this is to be a public trail access point, a parking area should be constructed.
12. (17) The required should be 125% of the engineers estimate, per the 2011 revised development agreement.
13. (Exhibit A) Please label Exhibit A
14. (Exhibit B)
 - a. Please show the work to be performed on the constructions plans. I cannot verify the quantities estimated or scope of work shown in the cost estimates.
 - b. The cost estimates must be signed and stamped by an Idaho Professional Engineer.
 - c. The contingency amount should be 25%.
 - d. Are the street and regulatory signs currently installed? If not, the costs for signage must be included in the estimate.
15. (Exhibit C) Additional Notes
 - a. (1) The improvements to the South Connector Road and N9400W should be completed by 12/31/2014 as agreed to in the 2011 revised development agreement.
 - b. (2) The proposed phasing of the sewer treatment system must be approved by DEQ prior to approval of this amendment.

MASTER PLAN AMENDMENT:

1. Master Plan Amendment (dated 4-1-2013):
 - a. Phase I: The Master Plan road alignments do not match the proposed construction plans.
 - b. Phase II-V: No preliminary construction plans are provided for the reconfigured roads and infrastructure. Preliminary construction plans are required to determine the feasibility and impacts of the proposal.
 - c. Phase VI:
 - i. According to the Board of Professional Engineers and Land Surveyors and the Idaho Code, all engineering brought before a decision making body for a public entity (i.e. Board of County Commissioners) needs to stamped and signed (54-1215).
 - ii. Idaho Transportation Department approval is needed for the new proposed access from Highway 33 (secondary access road) prior to approval of this amendment.
 - iii. Final construction plans will be required with the submission of a final plat. These improvement plans were reviewed to determine the general conformance with Teton County standards and the constructability of the project.
 - iv. No utility (electric/telephone/water/sewer) easements or locations are shown on the plans. How will utilities serve these lots?
 - v. Please provide a statement from the engineer regarding the proposed storm water drainage system.
 - vi. The drainage swales and culverts will need to be sized to handle the 10-yr storm event. It appears additional culverts will be required. This can be accommodated with the final plat & construction plans.
 - vii. Please identify the design speed on the plans. Based on the vertical curve values it appears the design speed is 30 mph.
 - viii. The maximum allowable slope is 10%. Please revise the vertical grade on on sheet R4.1 to meet this standard.

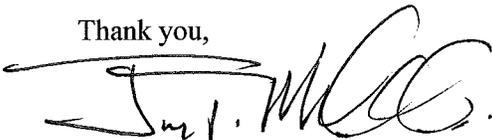
- ix. The minimum horizontal curve radius for Teton County is 250-feet. Please revise the curve on sheet R4.1 to meet this standard.
- x. The proposed grading at the intersection of the Secondary Access Road and State Highway 33 appears to go beyond the applicant's property.

DIVISION II, PHASE I – MASTER PLAN AMENDMENT NO 5:

1. According to the Board of Professional Engineers and Land Surveyors and the Idaho Code, all engineering brought before a decision making body for a public entity (i.e. Board of County Commissioners) needs to be stamped and signed (54-1215).
2. No utility plans were submitted showing how the new lots will be serviced.
3. The final plat road alignments do not match the proposed construction plans.
4. Please label the contour elevations.
5. Please provide a legend.
6. Please identify the design speed on the plans.
7. Please provide details of the proposed gravel road sections including the public portion of West Rim Place. These sections must be engineered to handle the anticipated traffic loads.
8. Can the road alignments and intersections with Teton Rim Parkway and West Rim Place accommodate the turning movements of large farm equipment and larger semitrailer combination trucks?
9. The minimum horizontal curve radius for Teton County is 250-feet. Please revise the curve on sheet R3.1 to meet this standard.
10. A culvert should be installed at the intersection of West Rim Ranch Road and W9400N.
11. Additional culverts appear necessary at West Rim Place near Sta: 3+49, Sta 2+50, 4+75.

If you have any questions, please call.

Thank you,



Jay T. Mazalewski, PE
Teton County Engineer



6 May 2013

Angie Rutherford
Teton County Planning and Zoning
150 Courthouse Drive
Driggs, ID 83422

RE: River Rim Ranch, Division II
Revised Master Plan/Phase 1 Plat Amendment

Thank you for the opportunity to review and comment on proposed changes to the River Rim Ranch Master Plan and Phase 1 Plat amendment. To follow are a few initial comments.

- The central drinking water and central sewer system designs were initially approved by the Department of Environmental Quality (DEQ) in June 2006. Proposed changes to these designs will need to be coordinated with DEQ.
- Any changes to the existing Large Soil Distribution System (LSAS), and the subsequent construction of additional capacity, will require permitting by Eastern Idaho Public Health District (EIPHD).
- The developer should submit a completed EIPHD Subdivision/Land Development Application for the Phase 1 amendment as soon as possible. Once this application is received, the Health District can complete a thorough evaluation of this proposal.

I look forward to working with you and the developer on this project. Please give me a call if you have any additional questions.

A handwritten signature in black ink, appearing to read 'M. Dronen', with a long horizontal flourish extending to the right.

Michael Dronen, EHS
Eastern Idaho Public Health District

Cc. Bob Ablondi, Rendezvous Engineering, P.C.
Greg Eager, DEQ