

**TO:** Valley County Planning and Zoning Commission

**CC:** Valley County Planning & Zoning Director, Cynda Herrick, AICP, CFM

**FROM:** Hess Properties, LLC.

**DATE:** November 3, 2022

**SUBJECT:** October 20, 2022 Valley County Planning and Zoning Commission  
Tamarack Falls Estates - Rebuttal Items and Responses

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The Valley County Planning and Zoning Commission met to discuss the Tamarack Falls Estates single-family residential subdivision on October 20, 2022. After much discussion and public testimony, the hearing was continued to November 10, 2022 to allow the applicant time to address concerns and feedback received. The following is a summary of the testimony heard during the meeting along with a response provided by the Applicant, Hess Properties, LLC. and the Applicant's Representative, KM Engineering, LLP.

- The "S" Bridge is in disrepair and needs to be improved before any developments are approved. Increased traffic and impact on existing roadways is a concern.

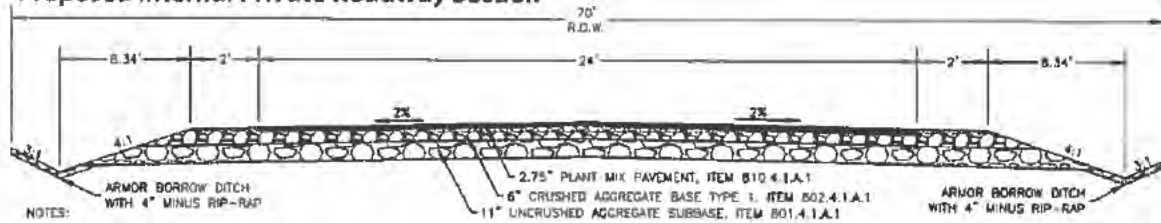
*Discussion with the Road & Bridge Department are ongoing. The Applicant agrees to enter into a road development agreement to coordinate with the department on the allocation of funds necessary to improve adjacent/impacted roadways. The Applicant's preference would be to improve roadways that directly impact existing and future residents in a noticeable manner sooner rather than later.*

*The Applicant will partner with Valley County to improve roadways as deemed appropriate per the road development agreement. Off-site roads will be fixed by collaboration of developer's contributions, and Valley County. Valley County is currently working on a Master Transportation Plan, which will provide information on planned improvements in the area.*

*Tamarack Falls will improve approximately 1,600' of frontage along Tamarack Falls Road and approximately 1,304' of frontage along Norwood Road. Both roadways will be improved to the Road & Bridge Department's specifications and will improve the existing facilities and drainage in the area.*

Internal roadways will be privately owned and maintained, so will not burden the County with maintenance. Internal roadways will be located within 70' of right-of-way to accommodate adequate space for travel lanes, snow storage and swales to accommodate drainage.

**Proposed Internal Private Roadway Section**



The 70' of right-of-way proposed exceeds the existing infrastructure currently serving adjacent residential subdivisions. For example, Ponderosa Drive appears to be located within approximately 50' of right-of-way, without swales or adequate drainage to prevent sediment and contaminants from traveling to Lake Cascade. Navajo Road, at approximately 24' in width, does not have the right-of-way necessary to provide adequate snow storage or storm water treatment and retention. This results in direct discharge to Lake Cascade. Newer developments, such as Tamarack Falls, have to abide by the current best management practices, which includes a higher standard of storm water drainage and snow storage design to minimize environmental impacts.

- **Margot Drive connection and additional traffic.**

The Applicant is committed to eliminating the previously proposed public access point to Margot Drive and will place bollards, or a Fire Department approved application, to prevent non-emergency vehicle access from the Tamarack Falls Subdivision to Margot Drive. Further coordination with the Fire Department will occur as design is finalized.

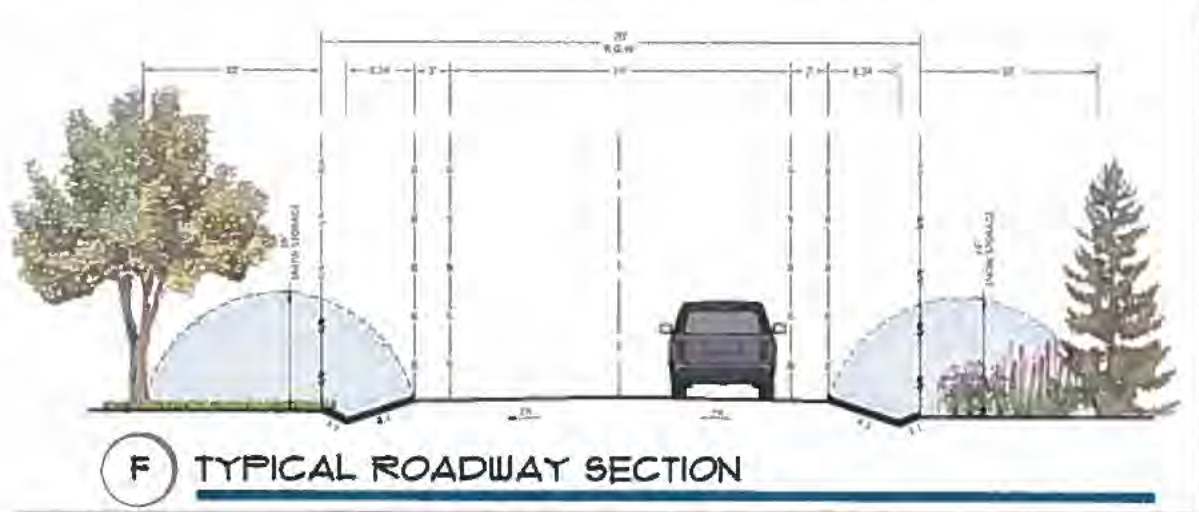


- **Access to Lake Cascade**

Tamarack Falls proposes a pedestrian pathway within Lot 24, Block 1 to provide access for future residents to the Bureau of Reclamation property adjacent to Lake Cascade.

- **Snow Storage**

*Snow storage will be accommodated by locating extra snow in a common lot located in the north part of the subdivision, within the swales located in the 70' of right-of-way proposed for internal roads, and within the front setbacks for buildable residential lots. The space provided in the planned areas is adequate to accommodate the amount of snow anticipated, as shown in the enclosed exhibit and in the figure below.*



- **Drainage**

*Existing off-site drainage will be protected and historic drainage onto the property will be maintained. As depicted in the enclosed exhibit, historic drainage to the west and south of this project will be protected. An existing 18" culvert near the proposed Alpine Road access point will be retained and protected to maintain historic drainage.*

*Improvements along Norwood Road and Tamarack Falls Road will accommodate additional snow storage and will provide drainage improvements, which will improve existing drainage in the area. Additionally, roadside swale BMPs, such as sand window check dams will trap sediment loading from discharging off-site.*

*Storm water will be conveyed via roadside swales to the central open space area to the 3.5-acre retention basin/pond to prevent sediment loading to Lake Cascade. Pressurized irrigation will be provided via the central retention basin. Sediment loading into Lake Cascade will be decreased as water will be retained on site. Improvements made to the drainage system will decrease the amount of sediment and drainage to Lake Cascade and adjacent properties as currently experienced with agricultural uses.*

*Drainage that cannot enter into the pond retention basin, primarily along the south end of the project, will be collected, treated and retained in smaller basins. The proposed drainage design will be submitted to the County Engineer to ensure that stormwater quality and retention basin requirements will be met.*



- **Water use and impact on existing wells.**

*The community well designed for this project will be approximately 500' deep and will utilize a different aquifer than the existing individual wells for adjacent residences. We have been in coordination with the North Lake Rec Sewer & Water District regarding a water master plan to develop a regional water system. The system would connect with Hawks Bay and would provide a regional system to the area to improve water pressure and serviceability. A regional water system such as this will provide additional fire protection to the surrounding areas, such as Hillhouse Loop Subdivision.*

- **Short term rentals and future redevelopment of the site.**

*The developer will include provisions in the CC&Rs addressing limits on short-term rentals to help alleviate the likelihood that homes will be rented out. Any future redevelopment of the site will need to follow Valley County's ordinance and receive applicable permitting.*

- **Alpine Road access point adjacent to existing residence.**

*Alpine Road has been designed to align with the adjacent roadway, Navajo Road, to meet the minimum spacing as required by the ASHTO design standards and to avoid a potentially dangerous offset.*

- **Need clarification on the types of homes proposed.**

*Lots are proposed in varying sizes to allow for the construction of single-family homes. Over 9,000 square foot lots are proposed at the northeast part of the project to allow for a different product type and appeal to a wider demographic of potential homeowners. The remainder of the development proposes ½ and 1-acre lots.*

*Building envelopes and setbacks are depicted on the preliminary plat. Lots are large enough to accommodate additional buildings, all design will be held to the standard of construction as seen throughout the subdivision. All proposed buildings will need to be permitted through the Valley County Building Dept.*

*The architectural features and design of homes will be compatible with adjacent residences and will consist of natural materials to fulfill a rural aesthetic.*

- **Need to provide more information on how this development fulfills the comprehensive plan.**

*Tamarack Falls supports several of Valley County's comprehensive plan goals. The following are specifically applicable:*

**Goal II: To ensure that roadways in new development are properly planned for good circulation, will provide for future expansion needs, and are aesthetically pleasing.**

*This development fulfills Goal II within Chapter 7, Transportation by proposing improvements along Norwood and Tamarack Falls Road. The improvements along these public roadways will benefit the area by improving existing drainage and providing the space needed for safe and efficient travel, especially during inclement weather.*

**Goal IV: To encourage new development in or near the existing cities and communities in Valley County.**

**Goal V: Provide a variety of quality housing types for current and future working and retired residents.**

*Goals IV and V within Chapter 8, Housing and Community Design, are supported by providing a variety of lot sizes to accommodate residential development in an area with available utilities and in proximity to existing development.*

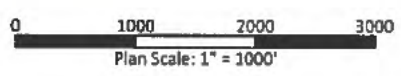
- **Mosquito Abatement Concerns.**

*The Edwards Mosquito Abatement Board Chairman has noted that they do not have concerns about mosquitos with the proposed pond. The pond has been designed to ensure proper operation, filtration and depth to avoid such issues.*

- **Coordinate with Valley Conservation District on Best Management Practices.**

*The Applicant has reached out to the Valley Conservation District on two occasions to inquire about BMPs. The Applicant will continue to coordinate with them as the project progresses. Final design will be reviewed and approved by the Valley County Engineer to ensure the design meets their BMP standards, applicable storm water management requirements and all other applicable code requirements.*





DATE: NOVEMBER 2022  
PROJECT: 20-200

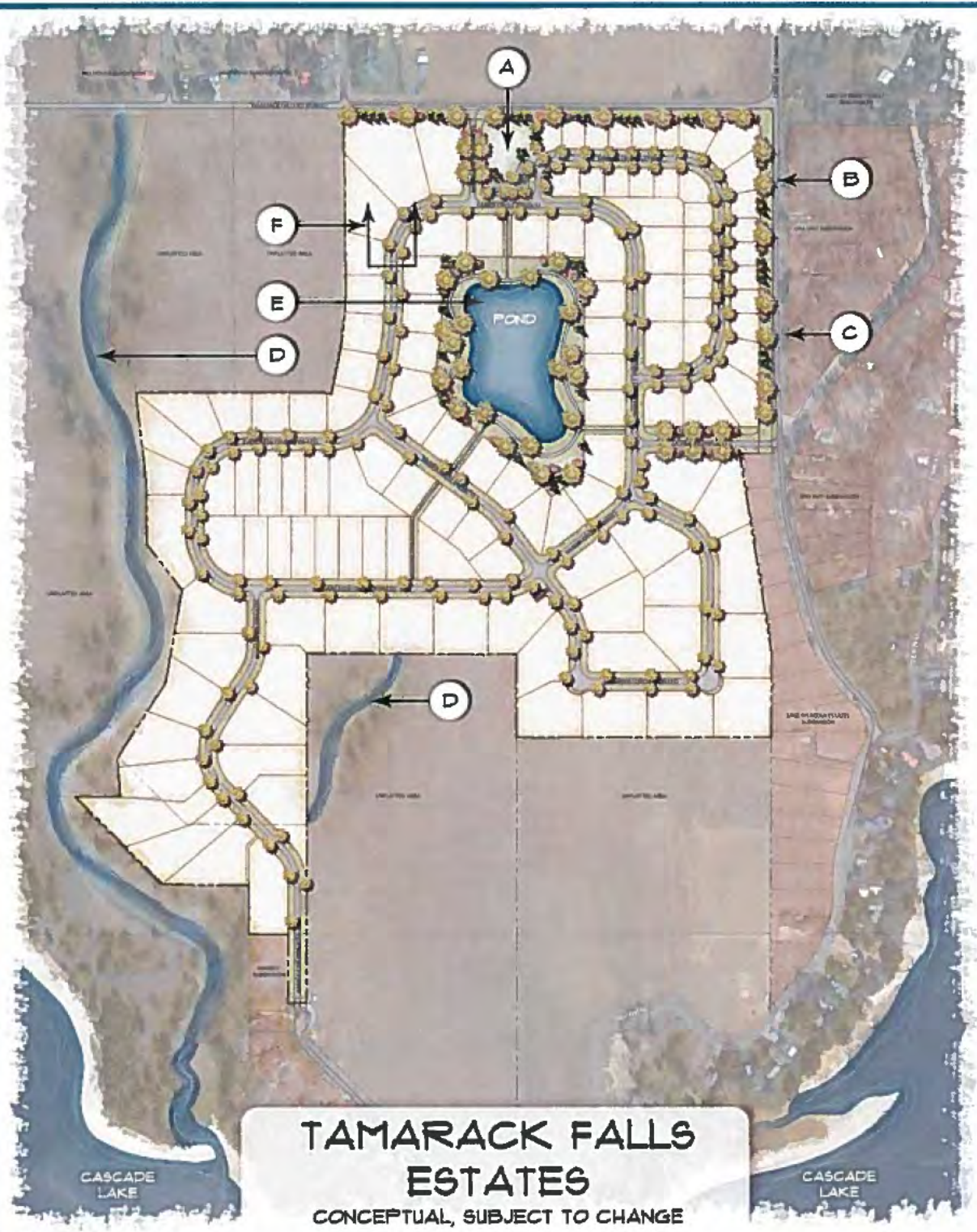
1 OF 1

TAMARACK FALLS ESTATES  
VALLEY COUNTY, IDAHO

DENSITY EXHIBIT

P:\30-200\CAD\LANDSCAPE\30-200 PRELIM\REVISED\DWG\DWG\_KATIEE\_CANDIAN\_11/2/2022.DWG TUP FOR PCL 11/11/22 P (DWG)

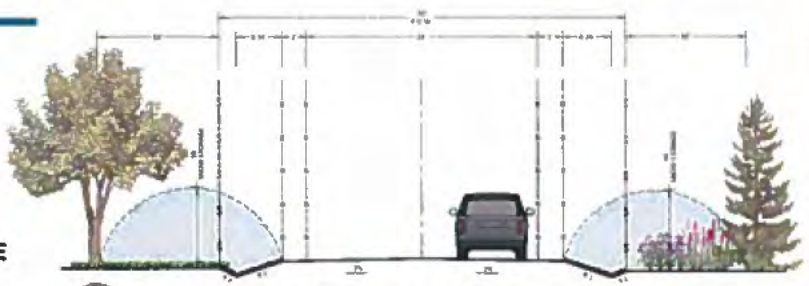




**TAMARACK FALLS  
ESTATES**  
CONCEPTUAL, SUBJECT TO CHANGE

**CALLOUT LEGEND**

- (A) ADDITIONAL SNOW STORAGE
- (B) NORWOOD ROADWAY IMPROVEMENTS
- (C) PROTECT EXISTING CULVERT
- (D) PROTECT EXISTING DRAINAGE
- (E) STORM WATER RETENTION BASIN



(F) TYPICAL ROADWAY SECTION