

FINN BARN CUP 22-13 AMENDMENT

PROJECT NARRATIVE

July 25, 2025

This Application seeks to amend condition of approval #11 in Conditional Use Permit 22-13, which permits Lot 1 of the Finn Barn Subdivision to operate the Paikka bakery. Paikka is a beloved and respected local bakery offering farm to table baked goods and dinner events. It prepares and delivers baked goods and seasonal garden products to local vendors, as well as takes individual orders for baked goods and seasonal garden products that are available for pickup on Saturdays. Paikka embodies the ethos of sustainable community agriculture and food systems.

Condition of approval #11 allows the public “on-site to pick up orders one day per week and for dinner events.” Based on demand for per-ordered baked goods, the Applicant requests this condition be amended to allow the public on-site to pick up orders *five* days per week.

While applying for CUP 22-13, the Applicant commissioned a Traffic Impact Analysis prepared by Kittleson and Associates, which was approved by the Idaho Transportation Department. For this Application, Kittleson and Associates supplied ITD with changes to the assumptions underlying the original Traffic Impact Analysis. ITD determined these changes did not require conducting any additional study or installing left or right turn lanes. The Applicant has completed work to bring the approach up to ITD commercial approach standards and closed the second approach, as required by ITD.

The site plan included in CUP 22-13’s application depicted a proposed building in the southeast corner of the property. This building was permitted and is situated near the center of the property. An approximately 120-square-foot pole barn is in the southeast corner. Additionally, there is a moveable 30’x48’ greenhouse/hoophouse on the east side of the property. The Applicant proposes to locate a second moveable greenhouse/hoophouse on the property.

The following documents are being submitted with the Application:

1. Site Plan
2. Landscaping and Exterior Lighting Plan
3. Grading, Drainage and Stormwater Management Plan
4. Traffic Impact Analysis
5. ITD Approval E-mail, dated July 9, 2025
6. ITD Approvals (Approach and Second Entrance Closure)
7. ITD emails, dated December 16, 2021
8. List of owners of property within 300 feet of Applicant’s property

Valley County Planning and Zoning Department

219 N. Main
PO Box 1350
Cascade, ID 83611
www.co.valley.id.us
cherrick@co.valley.id.us
208-382-7115



AMENDED Conditional Use Permit Application

TO BE COMPLETED BY THE PLANNING AND ZONING DEPARTMENT		<input type="checkbox"/> Check # _____ or <input type="checkbox"/> Cash or <input checked="" type="checkbox"/> Card
FILE # <u>C.U.P. 25-022</u>	FEE \$ <u>250.00</u>	
ACCEPTED BY _____	DEPOSIT _____	
CROSS REFERENCE FILE(S): _____	DATE _____	
PROPOSED USE: <u>Amend C.U.P. 22-13 Paikka Bakery - add greenhouse & public on-site days</u>		

When an application has been submitted, it will be reviewed in order to determine compliance with application requirements.
A hearing date will be scheduled only after an application has been accepted as complete or if applicant requests the hearing in writing.

Applicant's Signature: Christa J. Wood Date: 7-25-25

The following must be completed and submitted with the conditional use permit application:

- ☐ A **detailed project description** disclosing the purpose, strategy, and time frame of construction. Include a phasing plan if appropriate. Address fire mitigation, utilities, fencing, access, emissions, dust, noise, and outside storage.
- ☐ A **plot plan**, drawn to scale, showing the boundaries, dimensions, area of lot, existing and proposed utilities, streets, easements, parking, setbacks, and buildings.
- ☐ A **landscaping plan**, drawn to scale, showing elements such as trees, shrubs, ground covers, and vines. Include a plant list indicating the size, quantity, location and name (both botanical and common) of all plant material to be used.
- ☐ A **site grading plan** clearly showing the existing site topography and detailing the best management practices for surface water management, siltation, sedimentation, and blowing of dirt and debris caused by grading, excavation, open cuts, side slopes, and other site preparation and development.
- ☐ A **lighting plan**.
- ☐ **Names and addresses of property owners** within 300 feet of the property lines. Information can be obtained through the GIS Portal at www.co.valley.id.us. Only one copy of this list is required.
- ☐ **Ten (10) copies** of the application, project description, plot plan, landscaping plan, grading plan, and impact report are required.
- ☐ A **Development Agreement may be required**. Possible road mitigation should be discussed with Dan Coonce, Valley County Engineer (208-382-7195)

We recommend you review the Valley County Code online at www.co.valley.id.us
or at the Planning & Zoning Office at 219 North Main Street, Cascade, Idaho

Subject to Idaho Statute Title 55 Chapter 22 Underground Facilities Damage Prevention.

CONTACT INFORMATION

APPLICANT Finn Place LLC PHONE [REDACTED]
Owner ☐ Purchaser ☐ Lessee ☐ Renter ☐

MAILING ADDRESS PO Box [REDACTED] McCall, ID ZIP 83638

EMAIL [REDACTED]

PROPERTY OWNER Same as Applicant

MAILING ADDRESS _____ ZIP _____

EMAIL _____

AGENT / REPRESENTATIVE Amy Holm PHONE 208-634-7641

MAILING ADDRESS PO Box 1066, McCall, ID ZIP 83638

EMAIL aholm@mpmplaw.com

CONTACT PERSON (if different from above) Agent/Representative

MAILING ADDRESS _____ ZIP _____

EMAIL _____ PHONE _____

PROPERTY INFORMATION

ADDRESS OF SUBJECT PROPERTY 14118 Highway 55, McCall, ID

PROPERTY DESCRIPTION (either lot, block & subdivision name or attach a recorded deed with a metes and bounds description.)
Lot 1, Finn Barn Subdivision

TAX PARCEL NUMBER(S) RP18N03E281815

Quarter NE Section 28 Township 18 Range 3E

1. PROPOSED USE: Residential ☐ Civic or Community ☐ Commercial ☒ Industrial ☐

2. SIZE OF PROPERTY 3.029 Acres ☒ or Square Feet ☐

3. EXISTING LAND USES AND STRUCTURES ON THE PROPERTY ARE AS FOLLOWS:

Existing bakery and shop with apartment above, mobile high tunnel greenhouse, pole barn

4. ARE THERE ANY KNOWN HAZARDS ON OR NEAR THE PROPERTY (such as canals, hazardous material spills, and/or soil or water contamination)? If so, describe and give location: NO

5. ADJACENT PROPERTIES HAVE THE FOLLOWING BUILDING TYPES AND/OR USES:

North Commercial

South Rural Residential

East Rural Residential

West Rural Residential and Ag

APPLICATION DETAILS

6. MAXIMUM PROPOSED STRUCTURE HEIGHT: All existing and proposed structures under 35 feet

7. NON-RESIDENTIAL STRUCTURES OR ADDITIONS (If applicable):

Number of Proposed Structures: 2 Tunnel Greenhouses Number of Existing Structures: 6

Proposed Gross Square Feet

1st Floor _____

2nd Floor _____

Total 2,880

Existing Gross Square Feet

1st Floor See floor plan

2nd Floor _____

Total 7,811

8a. TYPE OF RESIDENTIAL USE (If applicable): Single family residence ☐ Multiple residences on one parcel ☐

8b. TYPE OF STRUCTURE: Stick-built ☒ Manufacture Home ☐ Mobile Home ☐ Tiny Home ☐ Other ☐ _____

8c. SQUARE FOOTAGE OF PROPOSED RESIDENTIAL STRUCTURES (If applicable): N/A

SQUARE FOOTAGE OF EXISTING RESIDENTIAL STRUCTURES: 1,409 (apartment above shop)

8d. DENSITY OF DWELLING UNITS PER ACRE: N/A

9. SITE DESIGN:

Percentage of site devoted to building coverage: See Site Plan

Percentage of site devoted to landscaping: See Site Plan

Percentage of site devoted to roads or driveways: See Site Plan

Percentage of site devoted to other uses: See Site Plan, describe: mobile tunnel greenhouses

Total: 100%

10. PARKING (If applicable):

Office Use Only

a. Handicapped spaces proposed: See Site Plan Handicapped spaces required: _____

b. Parking spaces proposed: See Site Plan Parking spaces required: _____

c. Number of compact spaces proposed: See Site Plan Number of compact spaces allowed: _____

d. Restricted parking spaces proposed: N/A

e. Are you proposing off-site parking: Yes

11. SETBACKS:	<u>BUILDING</u>	<u>Office Use Only</u>	<u>PARKING</u>	<u>Office Use Only</u>
	<u>Proposed</u>	<u>Required</u>	<u>Proposed</u>	<u>Required</u>
Front	<u>>100 feet</u>	_____	<u>>50 feet</u>	_____
Rear	<u>>20 feet</u>	_____	_____	_____
Side	<u>7.5 feet</u>	_____	_____	_____
Side Street	<u>N/A</u>	_____	_____	_____

12. NUMBER OF EXISTING ROADS: N/A Width: _____

Existing roads will be: Publicly maintained? ☐ Privately Maintained? ☐ or Combination of both? ☐

Existing road construction: Gravel ☐ Paved ☐ or Combination of both? ☐

13. NUMBER OF PROPOSED ROADS: N/A Proposed width: _____

Proposed roads: Publicly maintained? ☐ Privately Maintained? ☐ or Combination of both? ☐

Proposed road construction: Gravel ☐ Paved ☐ or Combination of both? ☐

14. ARE SHARED DRIVEWAYS PROPOSED? If so, please explain why. Yes ☒ No ☐
At the request of IDT, Lot 2 is sharing Lot 1 driveway by means of a 30-foot ingress, egress, and utility easement
15. EXISTING UTILITIES ON THE PROPERTY ARE AS FOLLOWS:
Power, telephone, septic, well _____
16. PROPOSED UTILITIES: Existing in place
Proposed utility easement widths _____ Locations _____
17. SEWAGE WASTE DISPOSAL METHOD: Septic ☒ Central Sewage Treatment Facility ☐
Name: _____
18. POTABLE WATER SOURCE: Public ☐ Water Association ☐ Individual Well: ☒
If individual, has a test well been drilled? _____ Depth _____ Flow _____ Purity Verified? _____
Nearest adjacent well 175 yards Depth 120ft Flow 7gpm
19. DRAINAGE (Proposed method of on-site retention): See attached preliminary grading, drainage, and stormwater management plan.
Any special drains? No (Please attach map)
Soil type(s): Archabal loam, 2 to 12 percent slopes
(Information can be obtained from the Natural Resource Conservation Service: websoilsurvey.nrcs.usda.gov)
Stormwater Prevention Management Plan will need approval from Valley County Engineer.
20. IS ANY PORTION OF THE PROPERTY LOCATED IN A FLOODWAY OR 100-YR FLOODPLAIN?
(Information can be obtained from the Planning & Zoning Office) Yes ☐ No ☒
21. DOES ANY PORTION OF THIS PARCEL HAVE SLOPES IN EXCESS OF 15%? Yes ☐ No ☒
21. ARE THERE WETLANDS LOCATED ON ANY PORTION OF THE PROPERTY? Yes ☐ No ☒
23. IS THERE ANY SITE GRADING OR PREPARATION PROPOSED? Yes ☒ No ☐
If yes, explain:
See preliminary grading, drainage and stormwater management plan.
- 24a. ARE THERE ANY EXISTING IRRIGATION SYSTEMS? Yes ☒ No ☐
Are you proposing any alterations, improvements, extensions or new construction? Yes ☒ No ☐
If yes, explain: Up to two high tunnel greenhouses (See Site Plan)
- 24b. COMPLETE ATTACHED PLAN FOR IRRIGATION if you have water rights and are in an irrigation district.
Submit letter from Irrigation District, if applicable. N/A
25. COMPLETE ATTACHED WEED CONTROL AGREEMENT
26. COMPLETE ATTACHED IMPACT REPORT

Irrigation Plan

(Idaho Code 31-3805)

This land: ☐ Has water rights available to it
☒ Is dry and has no water rights available to it.

Idaho Code 31-3805 states that when all or part of a subdivision is "located within the boundaries of an existing irrigation district or canal company, ditch association, or like irrigation water deliver entity ... **no subdivision plat or amendment to a subdivision plat or any other plat or map recognized by the city or county for the division of land will be accepted, approved, and recorded unless:**"

- A. The appropriate water rights and assessment of those water rights have been transferred from said lands or excluded from an irrigation entity by the owner; or
- B. The owner filing the subdivision plat or amendment to a subdivision plat or map has provided for the division of land of underground tile or conduit for lots of one acre or less or a suitable system for lots of more than one acre which will deliver water to those landowners within the subdivision who are also within the irrigation entity with the appropriate approvals:
 - 1. For proposed subdivisions located within an area of city impact, both city and county zoning authorities must approve such irrigation system.
 - 2. For proposed subdivisions outside of negotiated areas of city impact, the delivery system must be approved by the Planning and Zoning Commission and the Board of County Commissioners with the advice of the irrigation entity charged with the delivery of water to said lands (e.g., irrigation district).

To better understand your irrigation request, we need to ask you a few questions. Additional pages can be added. A list of the map requirements follows the short questionnaire. **Any missing information may result in the delay of your request before the Planning and Zoning Commission and ultimately the approval of your irrigation plan by the Board of County Commissioners as part of final plat approval.**

1. Are you within an area of negotiated City Impact? _____ Yes _____ No

2. What is the name of the irrigation district/company and drainage entities servicing the property?

Irrigation: _____

Drainage: _____

3. How many acres is the property being subdivided? _____

4. What percentage of this property has water? _____

5. How many inches of water are available to the property? _____

6. How is the land currently irrigated? ☐ surface ☐ sprinkler ☐ irrigation well
☐ above ground pipe ☐ underground pipe

7. How is the land to be irrigated after it is subdivided? ☐ surface ☐ sprinkler ☐ irrigation well
☐ above ground pipe ☐ underground pipe

8. Describe how the head gate/pump connects to the canal and irrigated land and where ditches &/or pipes go.

9. Is there an irrigation easement(s) on the property? ☐ Yes ☐ No

10. How do you plan to retain storm and excess water on each lot? _____

11. How do you plan to process this storm water and/or excess irrigation water prior to it entering the established drainage system? (i.e. oil, grease, contaminated aggregates)

Irrigation Plan Map Requirements

The irrigation plan **must be on a scalable map** and show all of the irrigation system including all supply and drainage structures and easements. Please include the following information on your map:

- ☐ All canals, ditches, and laterals with their respective names.
- ☐ Head gate location and/or point of delivery of water to the property by the irrigation entity.
- ☐ Pipe location and sizes, if any
- ☐ Rise locations and types, if any.
- ☐ Easements of all private ditches that supply adjacent properties (i.e. supply ditches and drainage ways).
- ☐ Slope of the property in various locations.
- ☐ Direction of water flow (use short arrows on your map to indicate water flow direction →).
- ☐ Direction of wastewater flow (use long arrows on your map to indicate wastewater direction →).
- ☐ Location of drainage ponds or swales, if any where wastewater will be retained on property
- ☐ Other information: _____

Also, provide the following documentation:

- ☐ Legal description of the property.
- ☐ Proof of ownership.
- ☐ A written response from the irrigation entity and/or proof of agency notification.
- ☐ Copy of any water users' association agreement which shows water schedules and maintenance responsibilities.
- ☐ Copy of all new easements ready for recording (irrigation supply and drainage).
- ☐ If you are in a city area of impact, please include a copy of the approvals by the city planning and zoning commission and city council of your irrigation plan.

=====Applicant Acknowledgement=====

I, the undersigned, agree that prior to the Planning and Zoning Department accepting this application, I am responsible to have all the required information and site plans.

I further acknowledge that the irrigation system, as approved by the Planning and Zoning Commission and ultimately the Board of County Commissioners, must be **bonded** and/or **installed** prior to the recording of the plat or building permit.

Signed: Chase J Wood
Applicant

Date: 7 / 25 / 2025



VALLEY COUNTY

WEED CONTROL AGREEMENT²²

It shall be the duty and responsibility of all landowners to control noxious weeds on their land and property, in accordance with Idaho Statute 22-2407.

The purpose of this agreement is to establish a cooperative relationship between Valley County and the undersigned Cooperator to protect the natural and economic values in the Upper Payette River watershed from damages related to the invasion and expansion of infestations of noxious weeds and invasive plants. This is a cooperative effort to prevent, eradicate, contain and control noxious weeds and invasive plants on public and private lands in this area. Factors related to the spread of weeds are not related to ownership nor controllable at agency boundaries. This agreement formalizes the cooperative strategy for management of these weeds addressed in Valley County's Integrated Weed Management Plan.

In this continuing effort to control Noxious Weeds, Valley County Weed Control will consult with the undersigned Cooperator and outline weed identification techniques, present optional control methods and recommend proper land management practices.

The undersigned Cooperator acknowledges that he/she is aware of any potential or real noxious weed problems on his/her private property and agrees to control said weeds in a timely manner using proper land management principles.

Valley County Weed Department can be contacted at 208-382-7199.

By: Chris J Ward
Applicant

By: Valley County Weed Supervisor

Date: 7.25.2025

IMPACT REPORT (from Valley County Code 9-5-3-D)

You may add information to the blanks below or attach additional sheets.

- ❖ **An impact report shall be required for all proposed Conditional Uses.**
- ❖ **Thoroughly answer all questions. Mark N/A if the question is not applicable to your application.**
- ❖ **The impact report shall address potential environmental, economic, and social impacts and how these impacts are to be minimized as follows:**

1. Traffic volume, character, and patterns including adequacy of existing or proposed street width, surfacing, alignment, gradient, and traffic control features or devices, and maintenance. Contrast existing with the changes the proposal will bring during construction and after completion, build-out, or full occupancy of the proposed development. Include pedestrian, bicycle, auto, and truck traffic.

See attached Traffic Impact Analysis and approval email from ITD dated July 9, 2025.

2. Provision for the mitigation of impacts on housing affordability.

Owners/operators of the Bakery own property in Valley County. Existing apartment available, as needed for employee.

3. Noise and vibration levels that exist and compare to those that will be added during construction, normal activities, and special activities. Include indoor and outdoor, day and night variations.

Normal bakery operations will not produce noise or vibrations. The special dinner events which occur outside will be held at the site designated on the Site Plan, which is insulated from neighboring properties, as is the designated parking area for the dinners. Whether held inside or outside, there will be no more than 18 special dinner events per year. The events are anticipated to not exceed 35 guests.

4. Heat and glare that exist and that might be introduced from all possible sources such as autos in parking areas, outdoor lights, water or glass surfaces, buildings or outdoor activities.

All outdoor lighting will comply with the Valley County Lighting Ordinance. Parking for special dinner events is screened from the residence to the south by the existing building and landscaping. There are no residences to the immediate north of the property. The nearest residence to the east of the property is approximately 700 feet from special dinner events parking area.

5. Particulate emissions to the air including smoke, dust, chemicals, gasses, or fumes, etc., both existing and what may be added by the proposed uses.

None.

6. Water demand, discharge, supply source, and disposal method for potable uses, domestic uses, and fire protection. Identify existing surface water drainage, wetlands, flood prone areas and potential changes. Identify existing ground water and surface water quality and potential changes due to this proposal.

See existing conditions plat. There will be no changes to existing surface water or ground water quality.

7. Fire, explosion, and other hazards existing and proposed. Identify how activities on neighboring property may affect the proposed use.

None.

8. Removal of existing vegetation or effects thereon including disturbance of wetlands, general stability of soils, slopes, and embankments and the potential for sedimentation of disturbed soils.

None.

9. Include practices that will be used to stabilize soils and restore or replace vegetation.

See existing preliminary grading, drainage and stormwater management plan. There will be no changes to the existing plan.

10. Soil characteristics and potential problems in regard to slope stability, embankments, building foundation, utility and road construction. Include suitability for supporting proposed landscaping.

There are no slope or soil stability issues. The soils are appropriate for the cultivation of garden products.

11. Site grading or improvements including cuts and fills, drainage courses and impoundments, sound and sight buffers, landscaping, fencing, utilities, and open areas.

See existing preliminary grading, drainage and stormwater management plan. There will be no changes to the existing plan.

12. Visibility from public roads, adjoining property, and buildings. Include what will be done to reduce visibility of all parts of the proposal but especially cuts and fills and buildings. Include the impacts of shadows from new features on neighboring property.

The existing bakery and landscaping screens any activities on the property from the Highway and the residence on the property to the south. There is no residence on the property immediately to the north and the residence on property to the east is well separated from any of the proposed activities.

13. Reasons for selecting the particular location including topographic, geographic and similar features, historic, adjoining land ownership or use, access to public lands, recreation, utilities, streets, etc., in order to illustrate compatibility with and opportunities presented by existing land uses or character.

The property has a prior history of commercial use, and is currently a wholesale farm-to-table bakery. The Highway 55 frontage provides efficient and safe access. The size of the property provides ample separation from any nearby residences.

14. Approximation of increased revenue from change in property tax assessment, new jobs available to local residents, and increased local expenditures.

The existing bakery employs 2-3 people, and generates sales tax revenues. The wholesale bakery fills a need which exists in Valley County.

15. Approximation of costs for additional public services, facilities, and other economic impacts.

None.

16. State how the proposed development will impact existing developments providing the same or similar products or services.

None.

17. State what natural resources or materials are available at or near the site that will be used in a process to produce a product and the impacts resulting from the depletion of the resource. Describe the process in detail and describe the impacts of each part.

None.

18. What will be the impacts of a project abandoned at partial completion?

None.

19. Number of residential dwelling units, other buildings and building sites, and square footage or gross non-residential floor space to be available.

See Site Plan.

20. Stages of development in geographic terms and proposed construction time schedule.

Potential construction of up to two mobile high tunnel greenhouses.

21. Anticipated range of sale, lease or rental prices for dwelling units, building or other site, or non-residential floor space in order to insure compatibility with adjacent land use and development.

N/A

Property Tax Exemption

New and expanding business may qualify for a property tax exemption for up to 5 years by meeting the qualifications in accordance with Idaho Code§ 63-602NN

Application must be filed with the Valley County Assessor's office before construction begins.

Protocols for qualifying property exemption in Valley County, Idaho:

- Application must be received prior to the start of construction (ex. Building Permits, excavation)
- Term of exemption, not to exceed 5 years, will be up to the discretion of the Valley County Board of Commissioners
- Retail sales business do not qualify
- Multi use may qualify excluding retail sale area
- Housing
 - Multi-family housing must have 5 units or more per structure.
 - Multi-Family housing units may qualify if more than one structure is built totaling 5 or more units
 - For local housing only (workforce)
 - Short term rentals not allowed
 - Units cannot be individually sold (e.g., no condominiums)
- Remodel and/or additions to existing businesses
 - Only the area of remodel/addition may qualify for exemption
 - Retail sales additions/remodel will not qualify

For further information regarding the 63-602NN application process and instructions, please contact the Valley County Assessor's office at 208-382-7126.

Names and Addresses of Property Owners within 300 feet

ParcelId	OwnerNameLabelFormat	SiteAddr	SiteCity	SiteState	SiteZIP	OwnerAddr	OwnerCityNm	OwnerState	OwnerZIP
MH18N03E281172	Kurt Kroll	14125 Highway 55	McCall	ID	83638	PO Box [REDACTED]	McCall	ID	83638
RP006810000010	Robin & Charlene Nelson	1460 S Samson Tr	McCall	ID	83638	1460 S Samson Tr	McCall	ID	83638
RP006810000020	Richard & Kiley Millington	1450 S Samson Tr	McCall	ID	83638	1450 S Samson Tr	McCall	ID	83638
RP007130000020	Laurence & Diana Moody	1440 S Samson Tr	McCall	ID	83638	PO Box [REDACTED]	McCall	ID	83638
RP007310010020	Finn Barn LLC	14122 Highway 55	McCall	ID	83638	PO Box [REDACTED]	McCall	ID	83638
RP18N03E280155	Thomas & Kay Forest	14128 Highway 55	McCall	ID	83638	PO Box [REDACTED]	McCall	ID	83638
RP18N03E280455	Idazona West LLC	1400 S Samson Tr	McCall	ID	83638	5100 N 40th St	Phoenix	AZ	85018
RP18N03E281055	Meyer Property Holdings LLC			ID	83638	6495 Escarpment Ct	Boise	ID	83716
RP18N03E281172	Kurt Kroll	14125 Highway 55	McCall	ID	83638	PO Box [REDACTED]	McCall	ID	83638
RP18N03E281210	Lazy "d" Ranch Trust	14111 Highway 55	McCall	ID	83638	14111 Highway 55	McCall	ID	83638
RP18N03E282025	Lonny & Robin Baum	14114 Highway 55	McCall	ID	83638	5322 Tripple Ct	Nampa	ID	83687

Fred Coriell

From: Fred Coriell
Sent: Friday, July 25, 2025 11:14 AM
To: Fred Coriell
Subject: FW: ITD Review

From: Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>
Sent: Wednesday, July 9, 2025 8:58 AM
To: John Ringert <JRINGERT@kittelson.com>
Cc: Brian Duran <Brian.Duran@itd.idaho.gov>; Kendra Conder <Kendra.Conder@itd.idaho.gov>
Subject: RE: McCall Finn Barn Bakery Proposed Operational Changes Question

[External Sender]

Good Morning, John –

I've reviewed the documents, and ITD won't be requiring any additional study. We also don't believe left or right turn lanes are warranted at this time.

Just a quick reminder—please make sure your client understands that the south driveway will need to be closed, and they'll still need to complete the access permit application. You can find it [here](#).

Let me know if you have any questions!

Best,

<image001.jpg> *Niki Benyakhlef*
Development Services Coordinator

District 3 Development Services
O: 208.334.8337 | C: 208.296.9750
Email: niki.benyakhlef@itd.idaho.gov
Website: itd.idaho.gov



District 3 Right-of-Way Encroachment Permit Cover & Inspection Form

CHET WOOD
P.O. Box [REDACTED]
McCALL, ID 83638

PERMIT # 3-22-356
ROUTE SH-55
MILE POINTS 141.18
EXPIRATION 4-21-23

ITD CONTACT:

Toni Walker - Cell 208-807-3928 or toni.walker@itd.idaho.gov

Work Description: Removal of existing Approach, and consolidate into one commercial approach under Permit # 3-22-357

Email permit number and route start date request a minimum 5 business days in advance to the above ITD contact. Email correspondence shall reference the permit number in the subject line. Keep email of approved start date onsite with permit. If needed, request to meet on-site to review the project and permit requirements.

- Submit material certification prior to placement.
- Submit Mix designs for asphalt/concrete, if applicable, 14 days in advance to ITD for review and approval.
- It is expected that the traffic control will be set up per the approved traffic control plan to ensure both public and workers safety. In the event an inspection is done and the traffic control setup does not meet the approved traffic control plan, the permit holder will be asked to fix the discrepancies. If the permit holder fixes the traffic control, this will be considered a warning. If another inspection happens and the traffic control setup does not meet the approved traffic control plan again, the permit will be pulled until a meeting can be held with all parties to fix the discrepancies. Possible discussion points at the meeting would be what steps the permit holder will do to ensure the discrepancies will not happen again, and possibly what, if any, funds will need to be added to the permit to cover additional permit inspection costs. If required, the inspection costs could be as much as \$400 per week.

Prior to completion:

- Prepare all required documentation, including *As-Built* submittals.
- Send a notification email to the ITD Foreman that work is complete and schedule to meet on-site for inspection, all documentation must be available for inspection, list permit number on each sheet.

ITD Use Only:

- ☐ Yes ☐ No Was Traffic Control Set up and Removed per plan
- ☐ Yes ☐ No Did you receive contact information for emergencies
- ☐ Yes ☐ No Was excessive remediation required during any aspect of permitted work?

As ITD's representative, I accept that the work was completed.

ITD Authorized Representative Signature		Date
X	APPROVED By jparks at 10:17 pm, Jul 14, 2025	

Josh Davis [REDACTED]



District 3 Right-of-Way Encroachment Permit Cover & Inspection Form

CHET WOOD
P.O. BOX [REDACTED]
MCCALL, ID 83638

PERMIT # 3-22-357
ROUTE SH-55
MILE POINTS 141.20
EXPIRATION 4-25-23

ITD CONTACT:

Toni Walker - Cell 208-807-3928 or toni.walker@itd.idaho.gov

Work Description: Bringing this approach up to ITD commercial approach Standards, Closing southern approach on permit #3-22-356

Email permit number and route start date request a minimum 5 business days in advance to the above ITD contact. Email correspondence shall reference the permit number in the subject line. Keep email of approved start date onsite with permit. If needed, request to meet on-site to review the project and permit requirements.

- Submit material certification prior to placement.
- Submit Mix designs for asphalt/concrete, if applicable, 14 days in advance to ITD for review and approval.
- It is expected that the traffic control will be set up per the approved traffic control plan to ensure both public and workers safety. In the event an inspection is done and the traffic control setup does not meet the approved traffic control plan, the permit holder will be asked to fix the discrepancies. If the permit holder fixes the traffic control, this will be considered a warning. If another inspection happens and the traffic control setup does not meet the approved traffic control plan again, the permit will be pulled until a meeting can be held with all parties to fix the discrepancies. Possible discussion points at the meeting would be what steps the permit holder will do to ensure the discrepancies will not happen again, and possibly what, if any, funds will need to be added to the permit to cover additional permit inspection costs. If required, the inspection costs could be as much as \$400 per week.

Prior to completion:

- Prepare all required documentation, including *As-Built* submittals.
- Send a notification email to the ITD Foreman that work is complete and schedule to meet on-site for inspection, all documentation must be available for inspection, list permit number on each sheet.

ITD Use Only:

- ☒ Yes ☐ No Was Traffic Control Set up and Removed per plan
- ☒ Yes ☐ No Did you receive contact information for emergencies
- ☐ Yes ☒ No Was excessive remediation required during any aspect of permitted work?

As ITD's representative; I accept that the work was completed.

ITD Authorized Representative Signature		Date
X		10/16/23

TECHNICAL MEMORANDUM

Date: November 11, 2021

Project #: 26862

To: Chester Wood

From: John Ringert P.E., Kittelson & Associates, Inc

Project: Finn Barn Bakery Development

Subject: Finn Barn Development Traffic Analysis & Turn Lane
Evaluation



INTRODUCTION

This memorandum summarizes the results of the traffic analysis and turn lane evaluation performed at the intersection of State Highway (SH) 55 and the proposed Finn Barn Development driveway in McCall, Idaho. This analysis was required by the Idaho Transportation Department (ITD) as part of their review of the proposed development application and access. The following topics are addressed in this memorandum:

- Project description
- Existing traffic volumes
- Trip generation estimates for the proposed development
- Evaluation of traffic operations at the access driveway intersection
- Analysis of turn lane warrants at the access driveway intersection
- Conclusions and recommendations

DESCRIPTION

Chet and Debbie Wood are proposing to develop a specialty wholesale bakery on the previous site of the Rustic Outlet retail store, located on State Highway 55 (SH-55) south of McCall, Idaho. The property was recently split to provide for two residential homes and development of a new wholesale bakery is being proposed on the site. The core business will be a wholesale baker with seasonal garden products that will be provided to local vendors. Additionally, up to 18 specialty dinner events are anticipated to be held over a typical year. Figure 1 shows the site location on SH-55 and Figure 2 shows the conceptual site plan.



Figure 1. Site Vicinity on SH-55

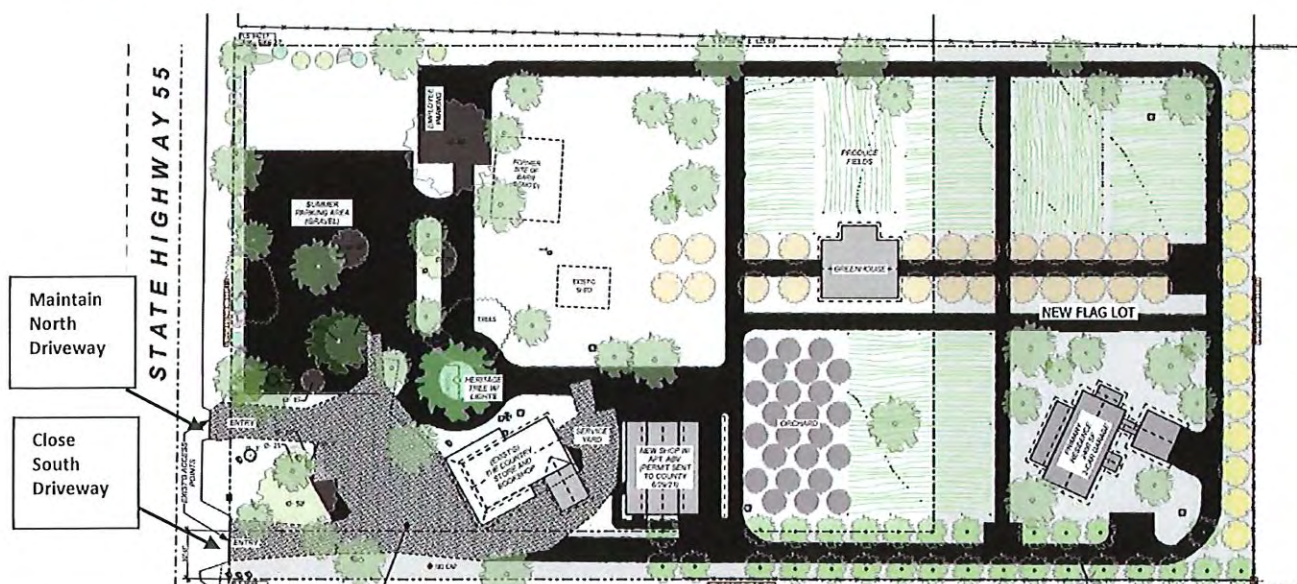


Figure 2. Conceptual Site Plan

There are two existing driveways serving the site. As part of the development of the bakery, the existing south driveway is proposed to be closed and the existing north driveway will be maintained and improved as a full access to the site. Cross-over easements will be provided between two parcels to ensure access via the north driveway to both parcels.

EXISTING CONDITIONS

Based on discussion with ITD staff, the traffic analysis focused on four peak periods which include:

- Typical Weekday AM Peak Hour
- Typical Weekday PM Peak Hour
- Friday PM Peak Hour
- Saturday Afternoon PM Peak Hour

For the evaluation, traffic volumes on SH-55 were reviewed to identify the time of year that should be studied. Based on discussions with ITD and a review of traffic data provided by ITD, June was chosen because it generally represents an average of the “good weather” months with respect to traffic volumes on SH-55. June traffic volumes on SH-55 are significantly higher than the average all months but lower than the peak month of July.

Hourly traffic counts for the month of June 2021 were obtained for SH-55 from an ITD automatic traffic recorder (ATR) on the south side of Lake Fork near the intersection of Paddy Flat Road (Reference 1). Historical traffic volumes on SH-55 were reviewed to determine how much volumes might vary between the site location and ITD ATR using data obtained from ITD’s AADT application on the ITD website. For the comparison, 2019 traffic volumes were used since the COVID-19 Pandemic impacted 2020 traffic volumes. The comparison identified that daily traffic volumes approaching McCall increase by approximately 5% as compared with volumes at Paddy Flat Road. Therefore, the count volumes on SH-55 were increased by 5%.

The counts used for the analysis represent an average of the volumes reported for each day of the week over the course of four weeks, e.g. the values utilized for this analysis represent an ‘average’ Thursday, or Friday in June 2021. *Attachment A contains the ITD 2021 permanent counter data.*

Year 2023 buildout volumes were estimated by applying a growth rate of 3 percent per year. This growth rate was estimated based on ITD historical traffic data between 2015 and 2020.

Table 1 shows the 2021 traffic volumes and estimated 2023 buildout traffic volumes on SH-55 at the site driveway used for the analysis.

Table 1. Traffic Volumes on SH-55

Day of Week	Thursday AM			Thursday PM			Friday PM			Saturday PM		
	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB
Existing 2021 June Volumes at ATR	434	278	156	707	347	360	787	411	376	700	384	316
Estimated 2021 June Volumes at Site	456	292	164	742	364	378	826	432	395	735	403	332
Estimated 2023 Background Volumes at Site (without Proposed Development)	484	310	174	788	387	401	877	458	419	780	428	352

TRIP GENERATION OF THE PROPOSED DEVELOPMENT

Based on information provided by the owner, the proposed development will include the following elements:

- Bakery with 2-3 employees
- Approximately 2 deliveries of raw goods to the bakery
- Approximately 4 deliveries per day from the bakery to deliver goods to vendors
- Pre-order pickup on Saturdays by approximately 40 customers
- Two single family residences

Additionally, approximately 18 special dinner events are planned throughout the year and would include approximately 25 people.

The trip generation estimates are based on the information provided by the owner since the proposed uses do not fall into the land-use categories in the Institute of Transportation Engineers, Trip Generation Manual. Table 2 shows the estimated trip generation for the development. *Attachment B contains the trip generation calculations.*

As shown in Table 2, the development is projected to generate approximately 40 daily trips on a normal weekday, of which approximately 8 trips (5 in and 3 out) are projected to occur during the weekday AM peak hour and approximately 5 trips (2 in and 3 out) are projected to occur during the weekday PM peak hour. During a Saturday, the daily trips are projected to increase to 120 of which approximately 15 (7 in and 8 out) are projected to occur in the afternoon PM peak hour.

With a special dinner event, the development is projected to generate approximately 92 daily trips, of which approximately 8 trips (5 in and 3 out) are projected to occur during the weekday AM peak hour and approximately 23 trips (18 in and 5 out) are projected to occur during the weekday PM peak hour. During a Saturday, the daily trips are projected to increase to 172 of which approximately 33 (23 in and 10 out) are projected to occur in the afternoon PM peak hour.

Table 2. Estimated Trips from Proposed Boat Storage Facility

Operational Element	Daily Trips Wkdy /Sat	Weekday AM			Weekday PM			Friday PM			Saturday PM/Midday		
		Total	In	Out	Total	In	Out	Total	In	Total	Total	In	Out
Normal Week (No Special Dinner)													
Wholesale Bakery Staff Trips	8/8	3	2	1	3	1	2	3	1	2	2	1	1
Saturday Pre-Order Pickup	0/80										10	5	5
Deliveries to the Site	4/4	1	1								1		1
Deliveries to the Site	8/8	2	1	1									
Residential Trips	20/20	2	1	1	2	1	1	2	1	1	2	1	1
Total Trips	40/120	8	5	3	5	2	3	5	2	3	15	7	8
Trips if Special Dinner Were to Occur on Each Day													
Wholesale Bakery Staff Trips	8/8	3	2	1	3	1	2	3	1	2	2	1	1
Saturday Pre-Order Pickup	0/80										10	5	5
Deliveries to the Site	4/4	1	1								1		1
Deliveries to the Site	8/8	2	1	1									
Residential Trips	20/20	2	1	1	2	1	1	2	1	1	2	1	1
Special Dinner Event	52				18	16	2	18	16	2	18	16	2
Total Trips	92/172	8	5	3	23	18	5	23	18	5	33	23	10

Trip Distribution

The distribution of trips varied by the specific time period based on the trip types. For the typical weekday, the distribution is estimated to be equal with approximately 50% of the trips to/from the north on SH-55 and approximately 50% of the trips to/from the south on SH-55. This is because many of the employees are likely to live outside McCall due to cost of living and the deliveries will have origins and destinations from both the north and south.

















On Saturdays, a majority of the pre-order pick-ups will be public customers, mostly from McCall. Therefore, on a Saturday, the distribution of trips was estimated to be approximately 70% of the trips to/from the north and 30% of the trips to/from the south.

PEAK HOUR TRAFFIC VOLUMES AND OPERATIONS

Figure 3 shows the total 2023 estimated turning movement volumes at the site driveways for each of the study time periods for a normal day and a day with special dinner event.

The level of service (LOS) analyses for the unsignalized intersections described in this memorandum were performed in accordance with the procedures outlined in the Highway Capacity Manual 6th Edition (Reference 2), using Synchro 10 to implement the Highway Capacity Manual 6th methodology. ITD District 3 requires intersections operate at LOS D or better with a maximum volume-to-capacity ratio of 0.90 for the overall intersection and for each lane group.

Normal Volumes (No Dinner Event)

Weekday AM Peak Hour				Weekday PM Peak Hour				Friday PM Peak Hour				Saturday Afternoon Peak Hour			
174	3		2	401	1		2	419	1		2	352	5		6
			1				1				1				2
310	2			387	1			458	1			428	2		

Volumes with a Dinner Event

















Weekday AM Peak Hour				Weekday PM Peak Hour				Friday PM Peak Hour				Saturday Afternoon Peak Hour			
174	3		2	401	13		3	419	13		3	352	16		7
			1				2				2				3
310	2			387	5			458	5			428	7		

Figure 3. Estimated 2023 Total Traffic Volumes

Table 3 summarizes the existing conditions level of service analysis results for the SH-55 / IWS Access intersection under the existing June conditions. *Attachment C contains the level of service worksheets*

Table 3. SH-55 / Site Access Intersection 2023 Projected Level of Service

Time Period	Lane Group	Normal Day			With Dinner Event		
		V/C	LOS	Delay	V/C	LOS	Delay
Weekday AM Peak Hour	SBL	0.00	A	8.0	NA	NA	NA
	WBLR	0.01	B	11.0	NA	NA	NA
	NBTR	0.00	A	0.0	NA	NA	NA
Weekday PM Peak Hour	SBL	0.00	A	8.2	0.01	A	8.2
	WBLR	0.01	B	12.9	0.01	B	13.7
	NBTR	0.00	A	0.0	0.00	A	0.0
Friday PM Peak Hour	SBL	0.00	A	8.4	0.01	A	8.5
	WBLR	0.01	C	14.0	0.02	C	14.9
	NBTR	0.00	A	0.0	0.00	A	0.0
Saturday PM Peak Hour	SBL	0.00	A	8.3	0.02	A	8.4
	WBLR	0.02	B	12.8	0.03	C	13.4
	NBTR	0.00	A	0.0	0.00	A	0.0

As shown in Table 3, the SH-55 / Site Access intersection is projected to operate acceptably during the weekday, Friday, and Saturday peak hours.

TURN LANE WARRANT ANALYSIS

An analysis to determine the potential need for left-turn and right-turn lanes on SH-55 at the site access was performed based on ITD requirements.

Northbound Right-Turn Lane Warrant Evaluation

For the evaluation of the **southbound** right-turn lane, the right-turn lane warrant procedure provided in the ITD Traffic Manual was used (Reference 3). Figure 4 shows the traffic volumes on the warrant graph under normal conditions and Figure 5 shows the volumes on the warrant graph assuming a one of the special dinner events were to occur during each of the PM peak hours evaluated.

As shown in Figures 4 and 5, a right-turn lane is not warranted during all the time periods, with or without the special dinner event.

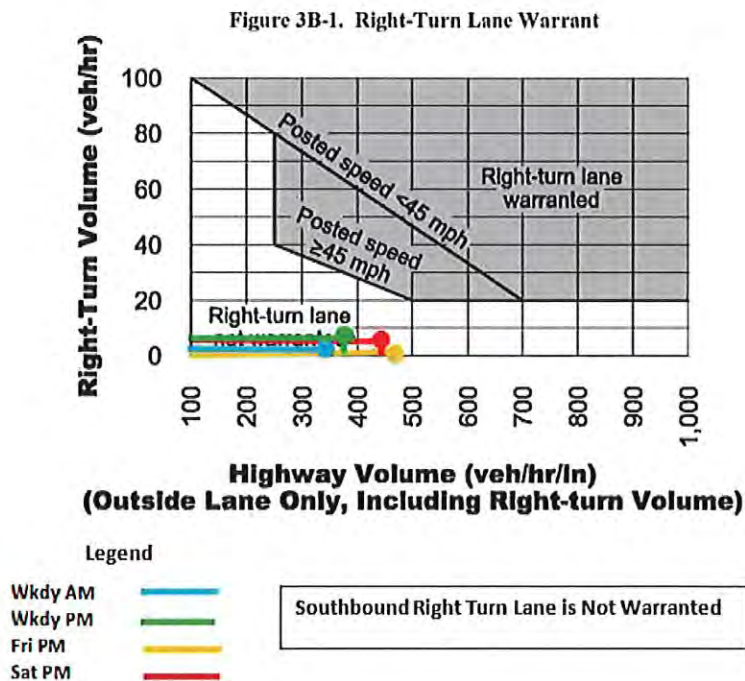


Figure 4. Northbound Right Turn Lane Warrant on SH-55 - Normal Conditions

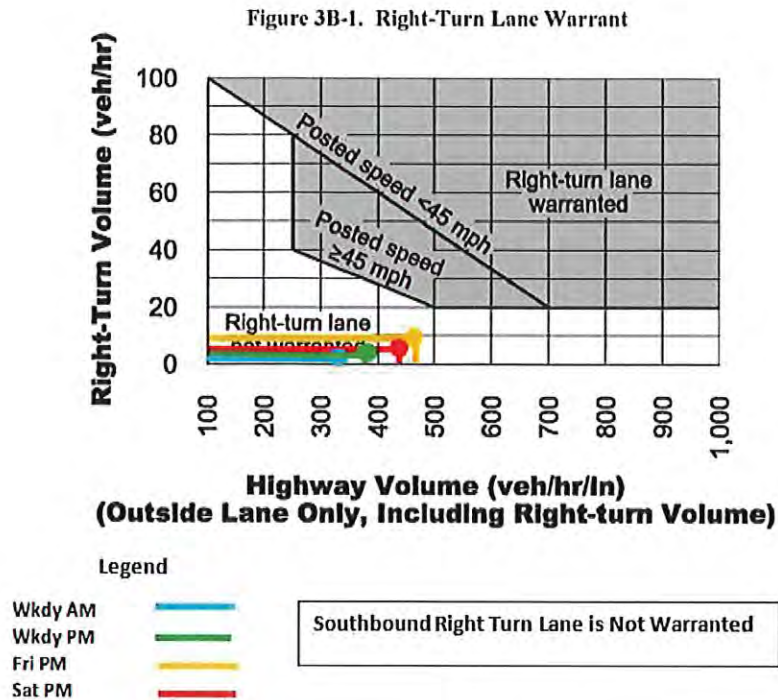
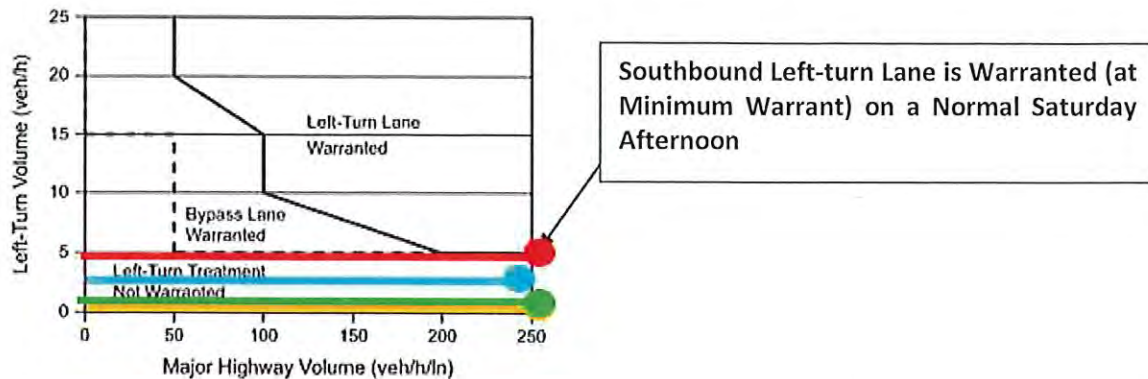


Figure 5. Northbound Right-Turn Lane Warrant on SH-55 - Dinner Event Conditions

Southbound Left-Turn Lane Warrant Evaluation

For the evaluation of southbound left-turn lane, the ITD Traffic Manual requires the use of the warrant procedure recommended in *Policy on Geometric Design of Highways and Streets* publishes by the American Association of State Highway and Transportation Officials (AASHTO) (Reference 4). That procedure was developed based on a benefit-cost evaluation that considered safety and operational improvements resulting from installation of left-turn lanes. The results of applying that warrant procedure are shown in Figure 6 for normal conditions.



(a) Three-Leg Intersections

Figure 9-36. Suggested Left-Turn Treatment Warrants Based on Results from Benefit-Cost Evaluations for Intersections on Two-Lane Highways in Rural Areas (16)

Source: AASHTO Greenbook 2018



Figure 6. Southbound Left-Turn Lane Warrant on SH-55 - Normal Conditions

As shown in Figure 6, a right-turn lane is not warranted based on the weekday (Thursday) or Friday peak hours but is on the warrant line for the Saturday afternoon peak hour traffic conditions.

Figure 7 shows the results of the warrants for each of the time periods assumed special dinner event occurs.

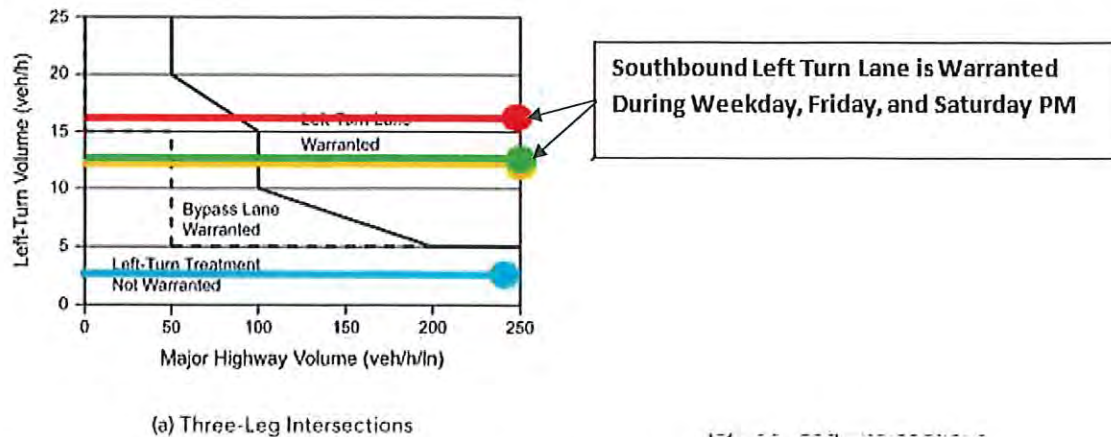


Figure 9-36. Suggested Left-Turn Treatment Warrants Based on Results from Benefit-Cost Evaluations for Intersections on Two-Lane Highways in Rural Areas (7d)

Source: AASHTO Greenbook 2018



Figure 7. Southbound Left-Turn Lane Warrant on SH-55 - Dinner Event Conditions

As shown in Table 7, the projected traffic volumes at buildout do meet the criteria for a southbound left-turn lane if a special dinner event were to occur on a weekday evening or Saturday afternoon.

Interpretation of Left-Turn Warrant Criteria

The evaluation found that a southbound left turn lane is marginally warranted during the Saturday PM peak hour under normal operations and for the special dinner events. But the left-turn lane warrant procedures are based on a benefit-cost analysis approach which generally assumes the volumes meeting the warrant occur on a daily basis. The warrants are not based on an event condition such as the special dinner event occurring on only a Saturday or only 18 times per year. Therefore, use of the left-turn warrant procedure for the Saturday order pick-up and special dinner events provides some general guidance as to whether a turn lane would be considered, but may not indicate whether a turn lane is needed for events. Additionally, AASHTO states *"the volume-based guidelines or warrants presented below indicate situations where a left-turn lane may be desirable, not necessarily where a left-turn lane is definitely needed (Page 9-105 of Reference 4)."*

Based on the analysis, the Saturday afternoon volumes barely meet the minimum threshold for southbound left-turn lane. Because the condition is only projected to occur during one day of the week,

the warrant analysis procedure is based on a recurring condition, and the threshold is barely met, a left-turn lane is determined not be needed for normal conditions.

While special dinner events also are not a recurring daily condition that would be most applicable for the warrant procedures, the volumes exceed the minimum warrant thresholds by a reasonable margin. Therefore, while a southbound left-turn lane for a special dinner event condition may not fit the assumptions in the warrant procedures, there will be enough left-turning vehicles during those events to warrant a turn lane if the occurrence was more frequent. Therefore, an evaluation of the traffic volumes on SH-55 was done to determine if certain days or times could be avoided for the special dinner events, thus decreasing the impact of left-turning during the dinner events on SH-55 traffic. Figure 8 shows the average hourly volumes on the SH-55 for each day of the week averaged throughout the year.

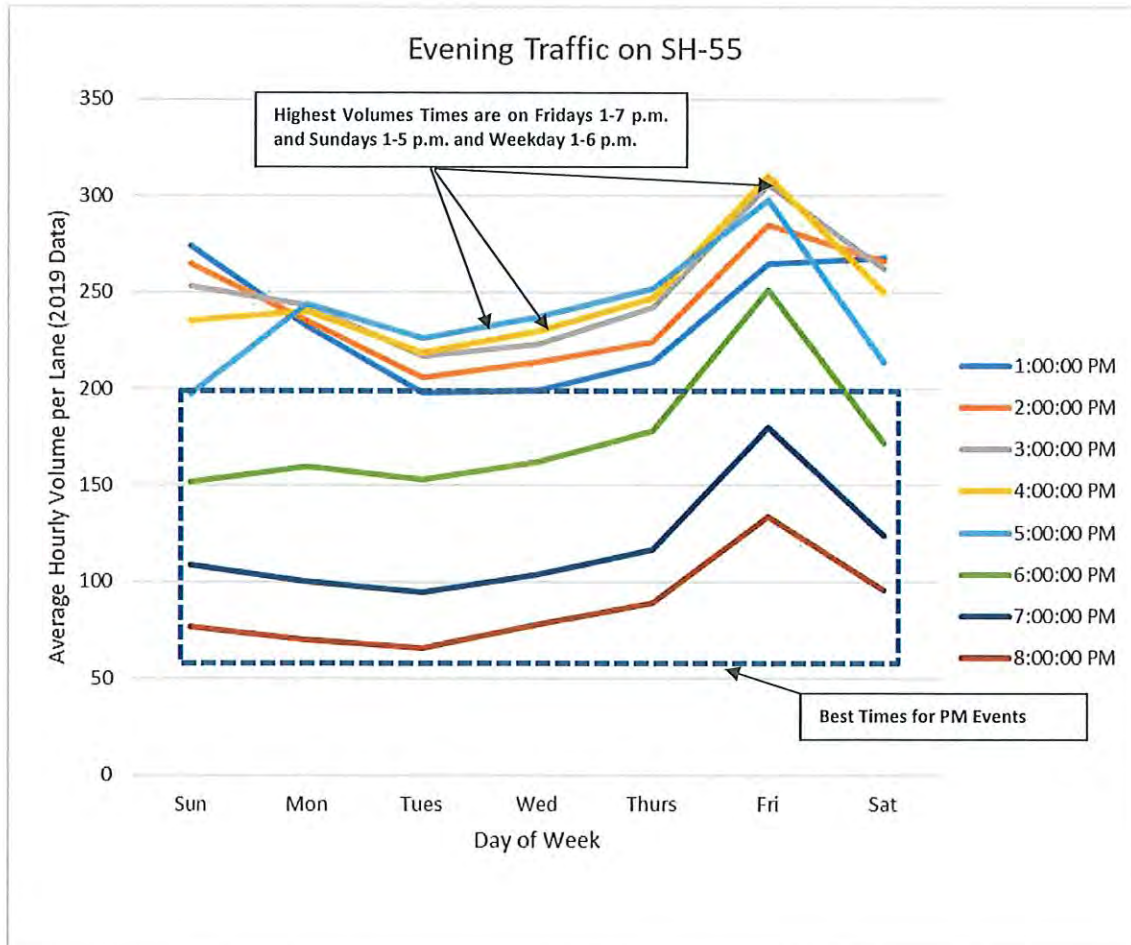


Figure 8. Traffic Volumes on SH-55 and High-Volume Times to Avoid for Events

As shown in Figure 8, the highest volume times on SH-55 that could overlap with special dinner events are the following:

- Weekdays and Saturdays before 6:00 p.m.
- Fridays before 7:00 p.m.
- Sundays before 5:00 p.m.

Based on this analysis, to minimize disruption to SH-55 traffic without a southbound right-turn lane, dinner events should be scheduled such that the peak customer arrivals do not coincide with the above time periods.

INTERSECTION SIGHT DISTANCE

Intersection sight distance was reviewed at the existing site access driveways on SH-55 to identify whether adequate intersection sight distance can be obtained at the location of the proposed site driveway (same location as the existing north driveway), subject to the final design and construction of the driveway. At the time of the review, SH-55 was being paved but the paving did not impact the sight distance review. Figure 9 shows photos from the existing north driveway.

Sight distance from the north driveway looking south exceeds 800 feet. Looking to the north, a crest vertical curve starts near the existing north driveway and transitions to a sag vertical curve approximately 350 feet north of the driveway. Due to this transition, the surface of the roadway in the southbound lane disappears for a short distance. But approaching vehicles can still be seen through the curve from the driveway. This results in sight distance extending over 800 feet to the north but there is a short distance where the approaching vehicle appears is partially obscured which requires additional attention by driver of the westbound left-turning vehicle at the driveway. Therefore, intersection sight distance exceeds the AASHTO recommended sight distance of 610 feet for 55 mph (Reference 4).

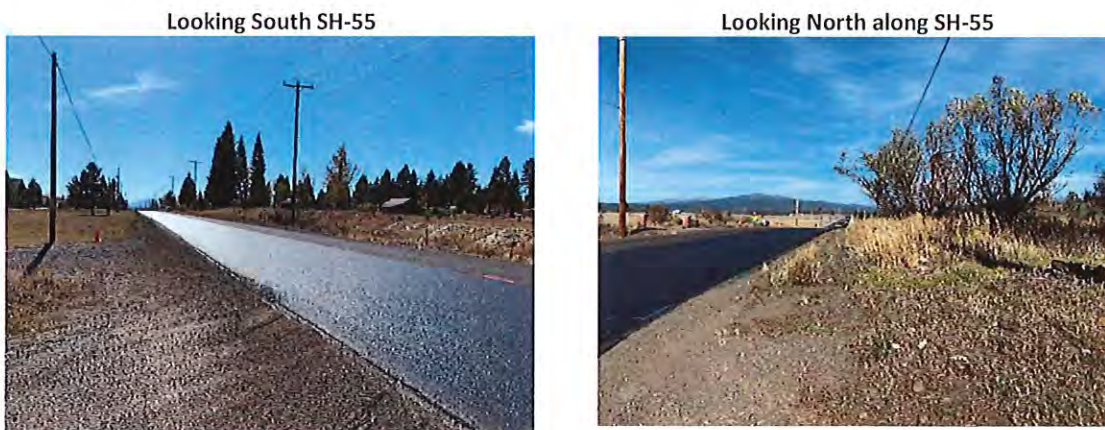


Figure 9. Sight Distance at SH-55 / Existing North Site Driveway

While the sight distance at the north driveway was found to be acceptable, the following recommendations have been identified to ensure adequate safety and operations at the site access points, internal intersections, and roadways:

- Verify that intersection sight distance is provided during the final design of the site driveway in the location of the existing north driveway.
- Remove miscellaneous vegetation, shrubbery, and other potential obstacles to maintain adequate intersection sight distance.

It should be noted that due to the location of the existing south driveway with respect to the vertical curves on SH-55, the intersection sight to the north was determined to be approximately 370 feet and the sight distance to the south exceeded 800 feet. Therefore, the south site driveway (which is proposed to be closed) is below the AASHTO recommended sight distance of 610 feet.

FINDINGS AND RECOMMENDATIONS

The results of the traffic analysis indicate that the proposed Finn Barn Development can be constructed while maintaining acceptable levels of service and safety on the surrounding transportation system as long as the appropriate mitigations are in place. The findings of this analysis and recommendations are discussed below.

- With closure of the south site driveway, the remaining north site driveway is projected to operate acceptably with buildout of the proposed development.
- The turn lane warrant analysis for normal conditions identified no turn lanes are warranted on SH-55, although the warrant for a southbound left-turn lane was barely reached during the pre-order pickup time on a Saturday with a total of five southbound left-turns.
 - Because the warrant procedure is benefit-cost based and does not account for singular weekly occurrence, a southbound left-turn lane was determined to not be required for the Saturday pick-up.
- The turn lane warrant analysis for days with a special dinner event identified that a southbound left-turn lane would be warranted, although the warrant procedure is benefit-cost based and does not account for special event.
 - In lieu of constructing a southbound left-turn lane for the special dinner events, impacts to traffic on SH-55 could be reduced by avoiding the following times for special dinner events:
 - Weekdays and Saturdays before 6:00 p.m.
 - Fridays before 7:00 p.m.
 - Sundays before 5:00 p.m.

- Intersection sight distance was found to be acceptable at the existing north driveway which is proposed to be maintained and improved for the development.

Based on the analyses and findings, the following are the recommendations for the development.

- Close the south driveway as proposed, providing the necessary cross easements to allow both parcels to utilize the north driveway.
- In order to minimize the impact of southbound left-turning traffic into the site on through traffic on SH-55, special dinner events should be scheduled to avoid the following times
 - Weekdays and Saturdays before 6:00 p.m.
 - Fridays before 7:00 p.m.
 - Sundays before 5:00 p.m.
- To ensure adequate safety and operations at the site access, check for adequate sight distance during the final design for improvements at the site driveway and after construction. Also remove miscellaneous vegetation, shrubbery, and other potential obstacles to maintain adequate intersection sight distance.

REFERENCES

1. Idaho Transportation Department, Automatic Traffic Recorder #243, 2021 Monthly Average Hourly Traffic Report, <https://apps.itd.idaho.gov/apps/roadwaydata/counters/243/index.html>
2. Transportation Research Board. Highway Capacity Manual 6th Edition. 2016.
3. Idaho Department of Transportation, Traffic Manual: Idaho Supplementary Guidance to the MUTCD, April 2020.
4. American Association of State Highway and Transportation Officials (AASHTO). *A Policy on Geometric Design of Highways and Streets*, 7th Edition. 2018.

Steve Millemann

From: John Ringert <JRINGERT@kittelson.com>
Sent: Thursday, December 16, 2021 4:09 PM
To: Chester Wood; Steve Millemann
Subject: FW: Finn Barn Property South of McCall - Traffic Study Submittal
Attachments: 2109.docx

Hi Chet & Steve,

Below is the response from ITD for the traffic study. ITD has accepted the study and is not requiring a turn lane. But they do want to impose the event time restrictions in our memo.

They also are asking you to submit an application permit for the new approach and removal of the existing south approach. This is a procedural step ITD is requesting since the application essentially creates a project number for them to work on this and track it. So they want to do that before sending revised comments to the county. The application is pretty easy to put together (general information on the form, copy of the deed showing you own the parcel, a couple pictures which could be the ones from the traffic study, a site plan). I checked with Sarah regarding the driveway construction drawings they have on their list and she said you do not need to submit final plans for the approaches or construction traffic control plans as she indicated below since she understands the engineering for the site may not be completed yet for the site. But they do need a basic site plan with the dimensions of the proposed driveway (width of the driveway, radii) with the application. Once you are approved by the county and do your construction drawings, they will add those to the permit.

Give me a call if have any questions or need help with the application.

Thanks,

John

John F. Ringert, P.E.
Senior Principal Engineer
Kittelson & Associates, Inc.
101 South Capitol Boulevard, Suite 600
Boise, Idaho 83702
www.kittelson.com
jringert@kittelson.com
208.472.9802 (direct)
208.863.0201 (cell)
208.338.2685 (fax)

From: Sarah Arjona <Sarah.Arjona@itd.idaho.gov>
Sent: Thursday, December 16, 2021 2:48 PM
To: John Ringert <JRINGERT@kittelson.com>; Regan Hansen <Regan.Hansen@itd.idaho.gov>
Subject: Finn Barn Property South of McCall - Traffic Study Submittal

Good morning John,

ITD has reviewed the submitted traffic analysis and agrees with Kittleson's recommendations. Provided the applicant provide cross access for the western parcel and events are limited to the times identified in the analysis ITD will not require a southbound left turn lane. ITD has previously issued comments to Valley County about the conditional use permit application. In order to amend our previous comments, ITD will require the submittal of a 2109 for the proposed approach as well as a 2109 for the removal of the southern existing approach. Please fill out the applicant contact information section.

Once you have completed an application for the requested approach, you will need to sign the applications and submit them along with the following:

1. Copy of the latest deed for the parcel. If parcel has been split please supply a copy of the latest deed for each parcel.
2. If the parcel is split or there are multiple parcels, provide a recorded cross access or access easement documentation for all parcels showing they will be utilizing the requested access point.
3. Site plan for the full site at buildout.
4. Civil drawings for the approach showing approach style, radii dimensions, approach width at back of radii or right-of-way line, and materials typical section.
5. Photos looking each direction away from the proposed (or existing) approach as if you were a driver exiting the approach.
6. \$50 non-refundable application fee for each application (Payable by phone at 208-334-8300 ext 2 between 8 am and 3 pm Monday through Friday, \$1.50 electronic payment fee; other payment arrangements maybe made by calling 208-334-8300 ext. 2).
7. You will need to submit a Traffic Control Plan designed by a certified Traffic Control Supervisor (must include signature, certification number, and contact information) or designed and stamped by an Engineer licensed in Idaho. This may be done at any point prior to beginning any work within the ITD right-of-way. No work is allowed within the ITD right-of-way without an approved traffic control plan.

All documents may be submitted electronically.

Once the application is completed and signed by the property owner it can then be submitted by email. If there is more than one approach requested, an application packet will need to be submitted for each approach.

If the application is signed by anyone other than the deeded owner we will need a legal document from the owner certifying that the individual has the right to represent the owner.

Here is a short list of the most common things that will get an application held back for revision:

1. No signature on the application
2. Application signed by someone other than the current property owner without a letter granting signatory status
3. Deed that does not show current owner
4. Submission of purchase documents in place of the current deed
5. Lack of recorded cross access or joint access documents if shared access point
6. Civil drawings missing measurements or showing incorrect measurements
7. Civil drawings missing the typical section showing the materials layers
8. Civil drawings with a typical section missing one or more layers
9. Civil drawings with a typical section showing incorrect depths of materials
10. Documents that are not clearly legible
11. Broken email chain. Please use "Reply" button instead of starting a new email in order to maintain consistent subject line and minimize confusion.

In addition to these items, several things can delay the installation of an approach once the permit is issued to include the following:

1. No traffic control plan submitted
2. Traffic control plan with errors such as missing signs, incorrect sign spacing, or incorrect taper lengths

3. Incorrect installation of the traffic control devices
4. Failure to give the 5 day notice to ITD's assigned inspector

It will likely take about 30 days to process your application once we have all the correct documents.

Please be sure that all work within the Right-of Way is designed and constructed to meet current ITD Standards and Specifications.

Please submit all documents by email to:

ITDD3Permits@itd.idaho.gov

If you need anything please reach out to me.

Thank you,

Sarah Arjona
Development Services Coordinator
ITD District 3
(208) 334-8338

From: John Ringert <JRINGERT@kittelson.com>
Sent: Tuesday, December 14, 2021 3:45 PM
To: Regan Hansen <Regan.Hansen@itd.idaho.gov>
Cc: Sarah Arjona <Sarah.Arjona@itd.idaho.gov>
Subject: [EXTERNAL] RE: Finn Barn Property South of McCall - Traffic Study Submittal

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Hi Regan,

Our client asked if I heard anything back on this development in McCall. Have you had a chance to look at this yet?

Thanks,

John

John F. Ringert, P.E.
Senior Principal Engineer
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208.472.9802 (direct)
208.863.0201 (cell)
208.338.2685 (fax)

From: John Ringert
Sent: Wednesday, November 17, 2021 4:06 PM
To: Regan Hansen <Regan.Hansen@itd.idaho.gov>; Sarah Arjona <Sarah.Arjona@itd.idaho.gov>

Cc: sjm@mpmplaw.com; Chester Wood [REDACTED]
Subject: Finn Barn Property South of McCall - Traffic Study Submittal

Hi Regan & Sarah,

Attached is the traffic study for the Finn Barn property south of McCall. Please review the study and call or email me if you have any questions.

Also, we are assuming that this study will suffice for both the lot split CUP for the two-lot subdivision and the upcoming CUP for the bakery. But get back to me if you something additional for the lot split.

Thanks,

John

John F. Ringert, P.E.
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208.338.2685 (fax)

NOTES:

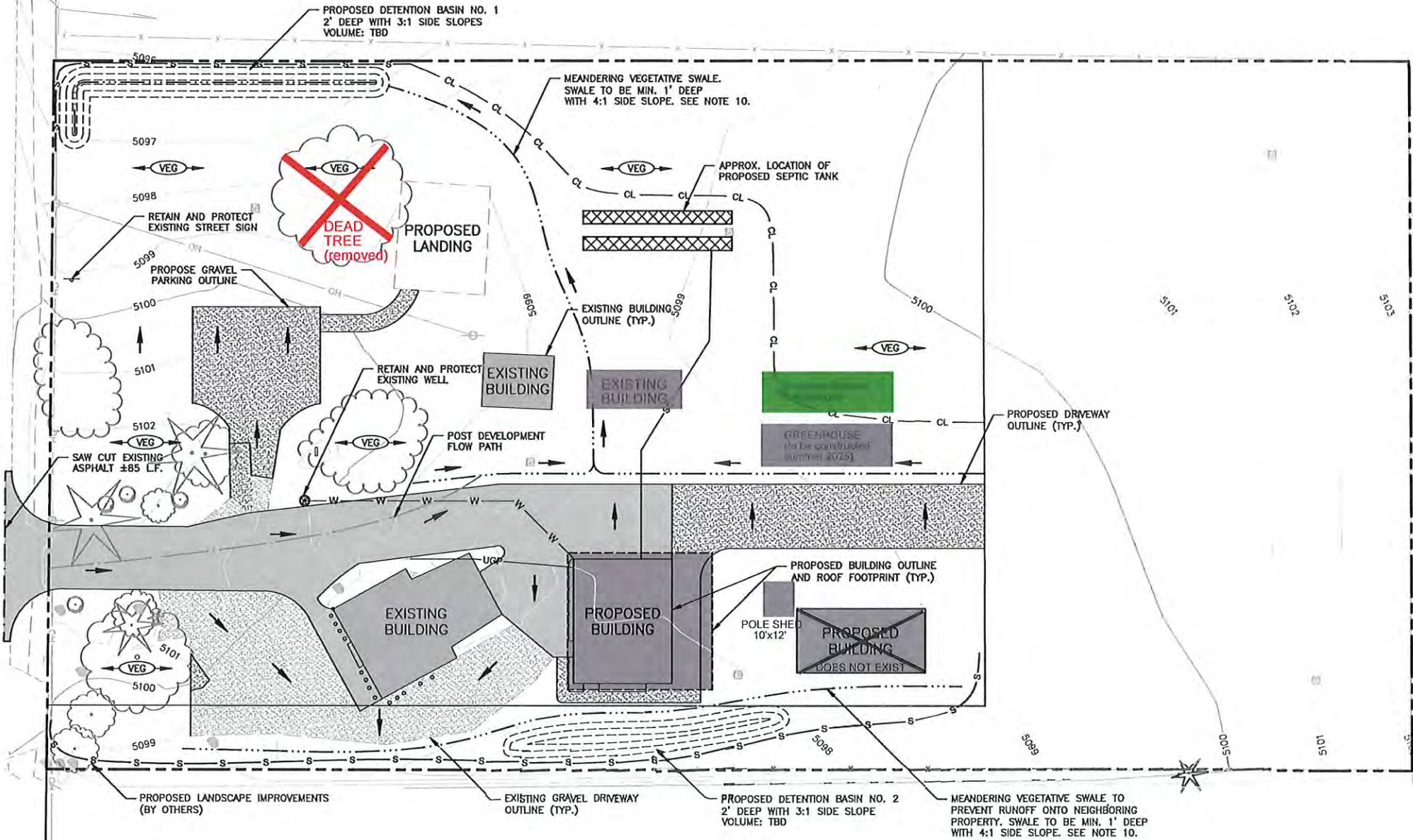
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2. ALL EROSION AND SEDIMENT CONTROL BMP'S SHALL BE INSTALLED PRIOR TO THE START OF ANY PROJECT CONSTRUCTION OR EARTH DISTURBING ACTIVITIES AND SHOULD REMAIN IN PLACE UNTIL ALL DISTURBED/EXPOSED AREAS HAVE BEEN STABILIZED AND/OR REVEGETATED.
3. THE OWNER AND/OR THE SELECTED CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL BMP'S IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS.
4. THE IMPLEMENTATION OF THESE EROSION AND SEDIMENT CONTROL MEASURES INCLUDING INSTALLATION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THIS PLAN IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL PROJECT CONSTRUCTION IS COMPLETED AND APPROVED BY THE OWNER. THE OWNER SHALL BE RESPONSIBLE FOR ALL MAINTENANCE AFTER THE PROJECT IS APPROVED.
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9. DRIVEWAY GRADES SHALL BE SLOPED AWAY FROM THE STRUCTURES AT A MINIMUM SLOPE OF 2% AND A MAXIMUM SLOPE OF 6% FOR A DISTANCE OF NO LESS THAN TEN (10) FEET. GRADING OF THE DRIVEWAY SHALL BE IN ACCORDANCE WITH THE DIRECTION OF THE DRAINAGE FLOW DIRECTION ARROWS AS SPECIFIED IN THE STORMWATER MANAGEMENT PLAN.
10. AREAS BETWEEN NEW STRUCTURES AND PROPERTY BOUNDARIES SHALL BE SLOPED TO INSURE RUNOFF IS KEPT ON-SITE. SWALES SHALL BE CONSTRUCTED ADJACENT TO/NEAR SIDE PROPERTY LINES TO PREVENT RUNOFF FROM FLOWING ONTO ADJOINING PROPERTIES. THESE SWALES ARE INTENDED TO BE FIELD FIT AND MEANDERED AROUND EXISTING VEGETATION AND SITE FEATURES AS NECESSARY.
11. REVEGETATION AND STABILIZATION OF ALL DISTURBED PROJECT AREAS SHALL BE IN ACCORDANCE WITH THE PROJECTS LANDSCAPE DESIGN. IF A LANDSCAPE DESIGN/PLAN IS NOT AVAILABLE, DISTURBED AREAS SHALL BE REVEGETATED WITH A GRASS MIXTURE NATIVE TO THAT AREA.

LEGEND:

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- PROPOSED LOT LINE
- EXISTING CONTOUR
- 5020 PROPOSED ROOF AREA
- 5020 PROPOSED ASPHALT AREA
- 5020 PROPOSED GRAVEL AREA
- S SILT FENCE
- CL CLEARING/CONSTRUCTION LIMITS
- PROPOSED DRAINAGE SWALE/FLOW LINE
- VEG PRESERVE EXISTING VEGETATION
- PROPOSED DRAINAGE FLOW DIRECTION ARROW
- EXISTING TREE
- EXISTING DOMESTIC WELL
- EXISTING POWER STRUCTURE
- EXISTING POWER CONNECTION
- EXISTING OVERHEAD POWER LINE AND POLE
- EXISTING VEGETATION AREA OUTLINE
- EXISTING ROCK
- W PROPOSED WATER SERVICE LINE
- SS> PROPOSED SEWER SERVICE LINE
- UGP PROPOSED POWER CONNECTION LINE
- EXISTING SEPTIC TEST HOLE LOCATION
- DETENTION BASIN

Site Plan

STATE HIGHWAY 55



0 15 30 60 90
SCALE: 1" = 30'

FINN BARN SUBDIVISION
VALLEY COUNTY, IDAHO
PRELIMINARY GRADING, DRAINAGE AND
STORMWATER MANAGEMENT PLAN

CRESTLINE
ENGINEERS
323 DEINHARD LANE, SUITE C • PO BOX 2330
McCALL, IDAHO 83638
208.634.4140 • 208.634.4146 FAX

NO.	REVISION	BY	DATE	DESIGN
				AMD
				DRAWN
				AMD
				CHECKED
				GTT
				APPROVED
				GTT

VERIFY SCALE	
BAR IS ONE INCH ON FULL SIZE DRAWING	
PROJECT 21030	
DATE 3/14/2022	
DRAWING NO.	SHEET NO.
CUP4	1 OF 1

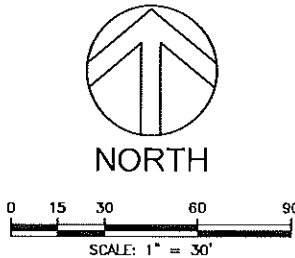
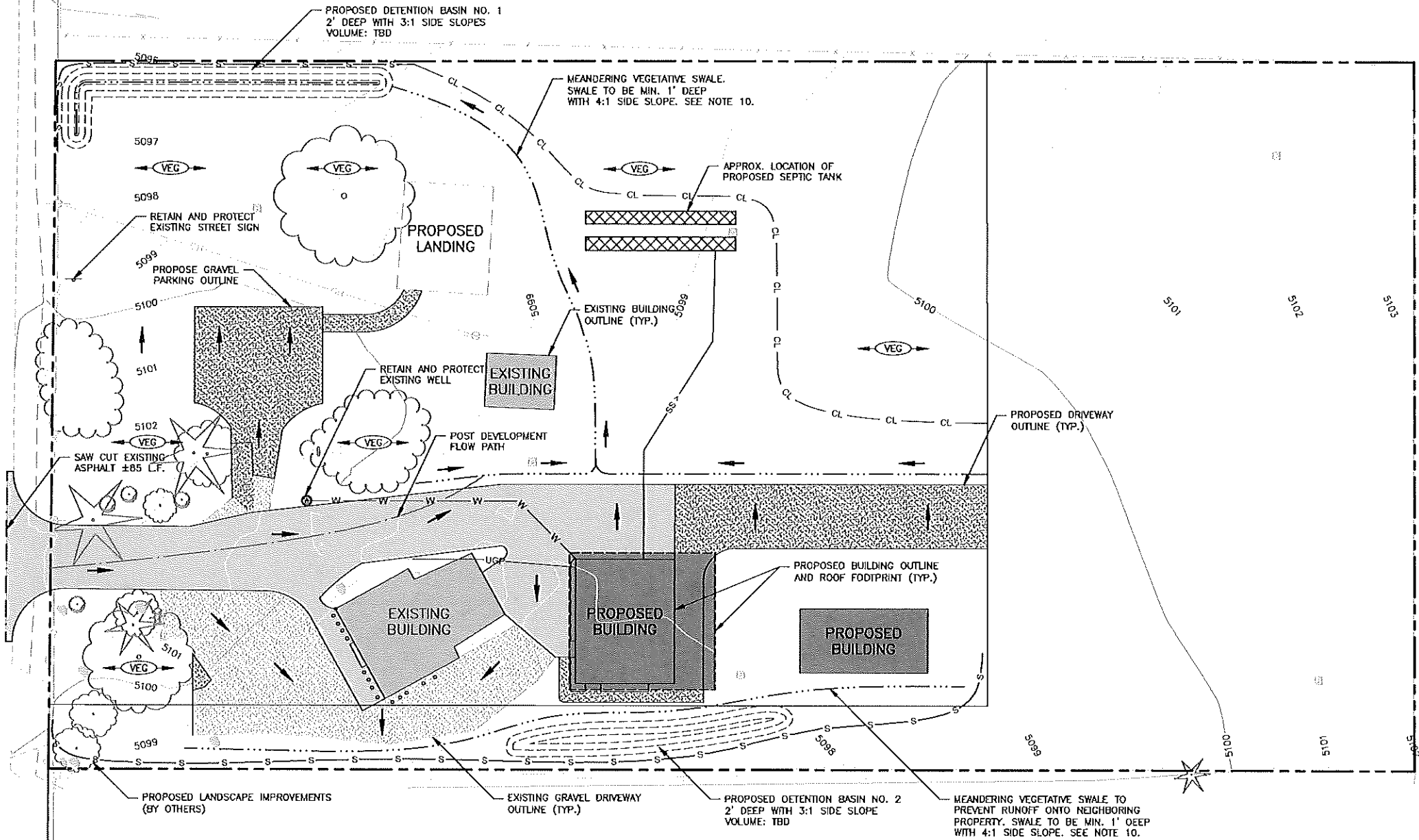
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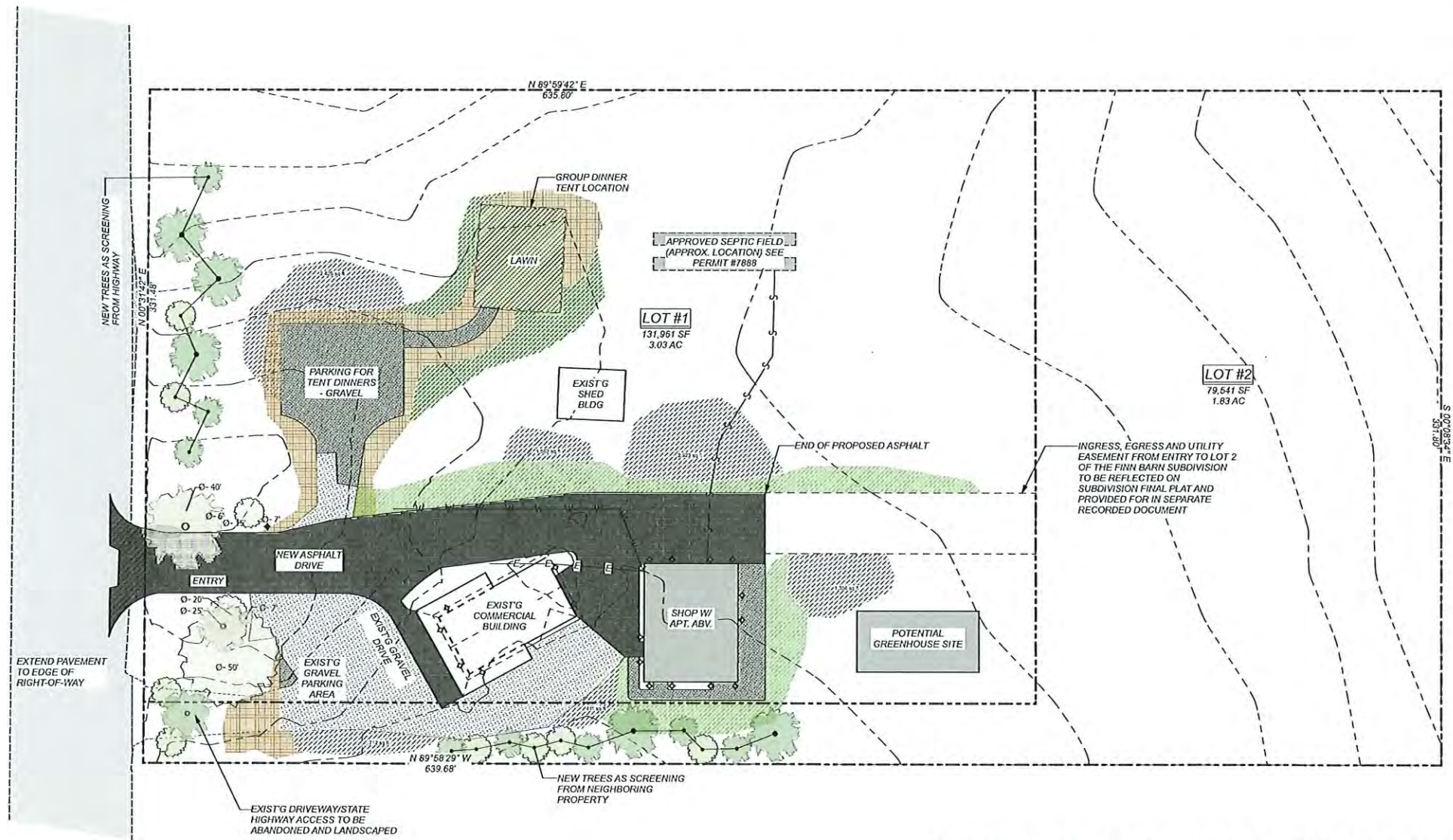


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PROJECT	21030
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LANDSCAPE & EXTERIOR LIGHTING PLAN

SCALE: 1" = 30'



OUTDOOR LIGHTING LEGEND	
60w	SURFACE MOUNTED LIGHT (UNDER ROOF OR DECK)
60w	WALL MOUNTED SCONCE W/ FULL CUT-OFF LUMINAIRE
40w	SITE POST LIGHT W/ OPAQUE TOP (24" TALL)
NOTE: ALL OUTDOOR LIGHTING TO CONFORM W/ VALLEY COUNTY OUTDOOR LIGHTING ORDINANCE	
IRRIGATION NOTES:	
- AUTOMATIC SPRINKLER SYSTEM TO BE INSTALLED @ NEW LAWN AREAS	
- NEW TREES TO BE ON DRIP IRRIGATION UNTIL ESTABLISHED	

LANDSCAPING LEGEND	
LAWN	
REVEGETATE W/ NATIVE PLANTS & GRASSES	
SNOW STORAGE	
SEED WITH NATIVE WILDFLOWER MIX	
COMPACTED GRAVEL	
EXIST'G TREE CANOPY DIA. IN FEET	0-40'
NEW DECIDUOUS TREE	
NEW CONIFEROUS TREES	



McCALL DESIGN & PLANNING
PO Box 729
McCALL, IDAHO 83638
208-634-5707
SUSEMIHL - VANNOY

DATE: 3/9/22

DRAWN BY: LAV, CS, HSS

FINN BARN SUBDIVISION
McCALL, VALLEY COUNTY

CUP3