

360 Ranch Subdivision

Valley County Planning & Zoning
August 12, 2021

Subdivision Overview



Subdivision Overview

- 20 lot subdivision off Norwood Road in Valley County
- Lot sizes range from 1.4 acres to 6.6 acres

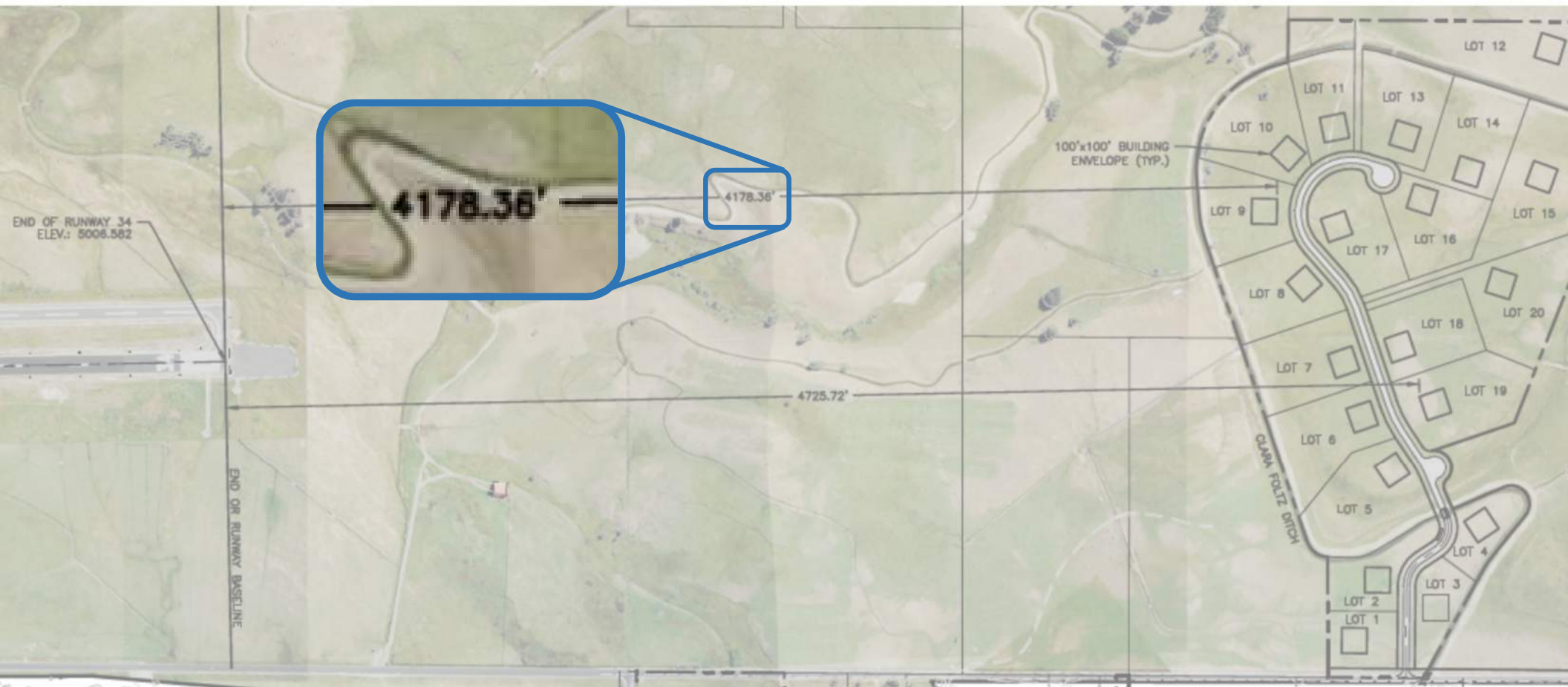
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- Nearest proposed building envelope within the subdivision is **more than 4,000 feet** from the edge of current Runway 34 of the McCall Municipal Airport

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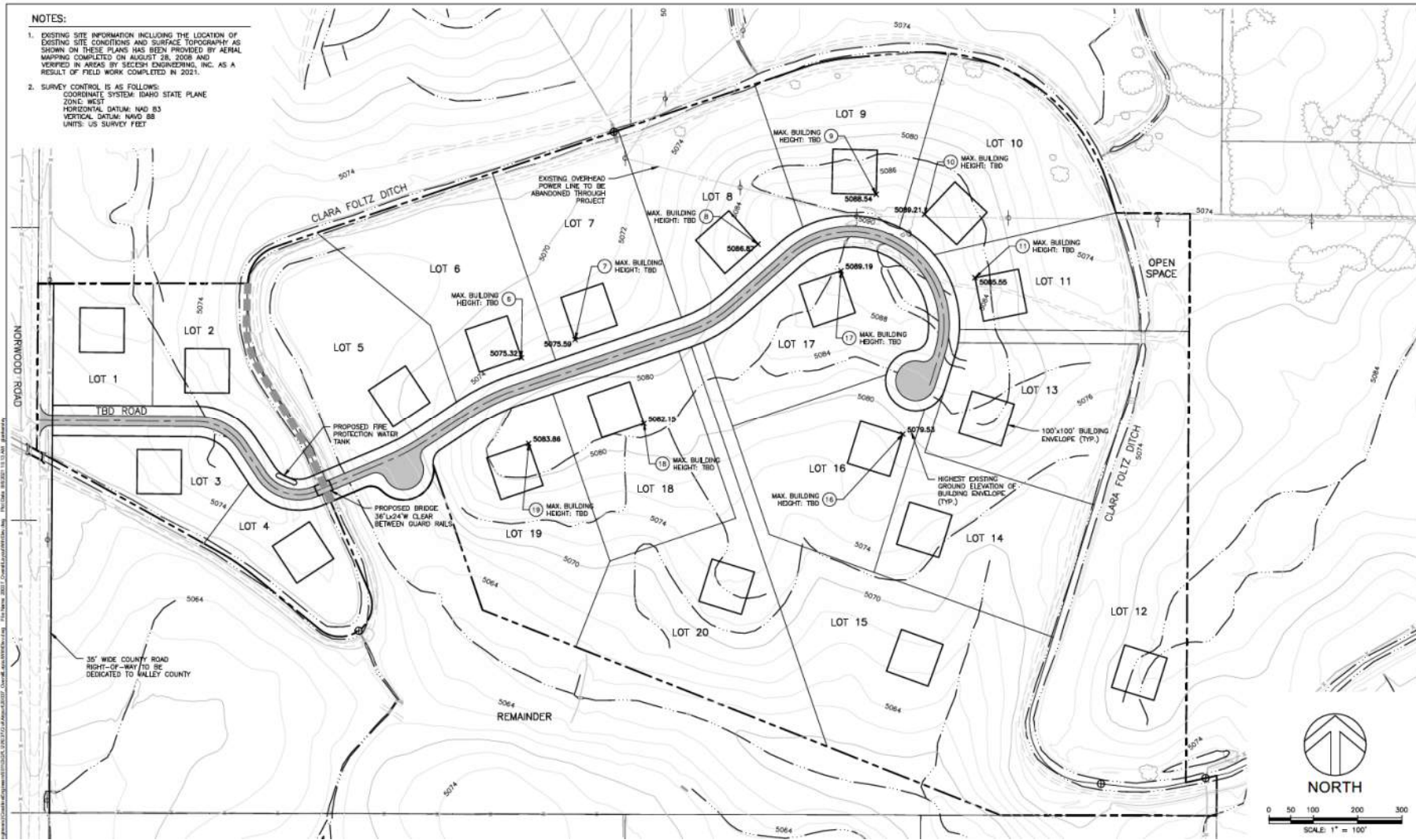


Airport Height Concerns

- 20 lot subdivision off Norwood Road in Valley County
- Lot sizes range from 1.4 acres to 6.6 acres
- Nearest proposed building envelope within the subdivision is **more than 4,000 feet** from the edge of current Runway 34 of the McCall Municipal Airport
- Highest elevation within the proposed building envelopes is 5,089 feet, which is approximately **83 feet above the end of Runway 34**

NOTES:

1. EXISTING SITE INFORMATION INCLUDING THE LOCATION OF EXISTING SITE CONDITIONS AND SURFACE TOPOGRAPHY AS SHOWN ON THESE PLANS HAS BEEN PROVIDED BY AERIAL MAPPING COMPLETED ON AUGUST 28, 2008 AND VERIFIED IN AREAS BY SEECH ENGINEERING, INC. AS A RESULT OF FIELD WORK COMPLETED IN 2021.
2. SURVEY CONTROL IS AS FOLLOWS:
COORDINATE SYSTEM: IDAHO STATE PLANE
ZONIC: WEST
HORIZONTAL DATUM: NAD 83
VERTICAL DATUM: NAVD 88
UNITS: US SURVEY FEET



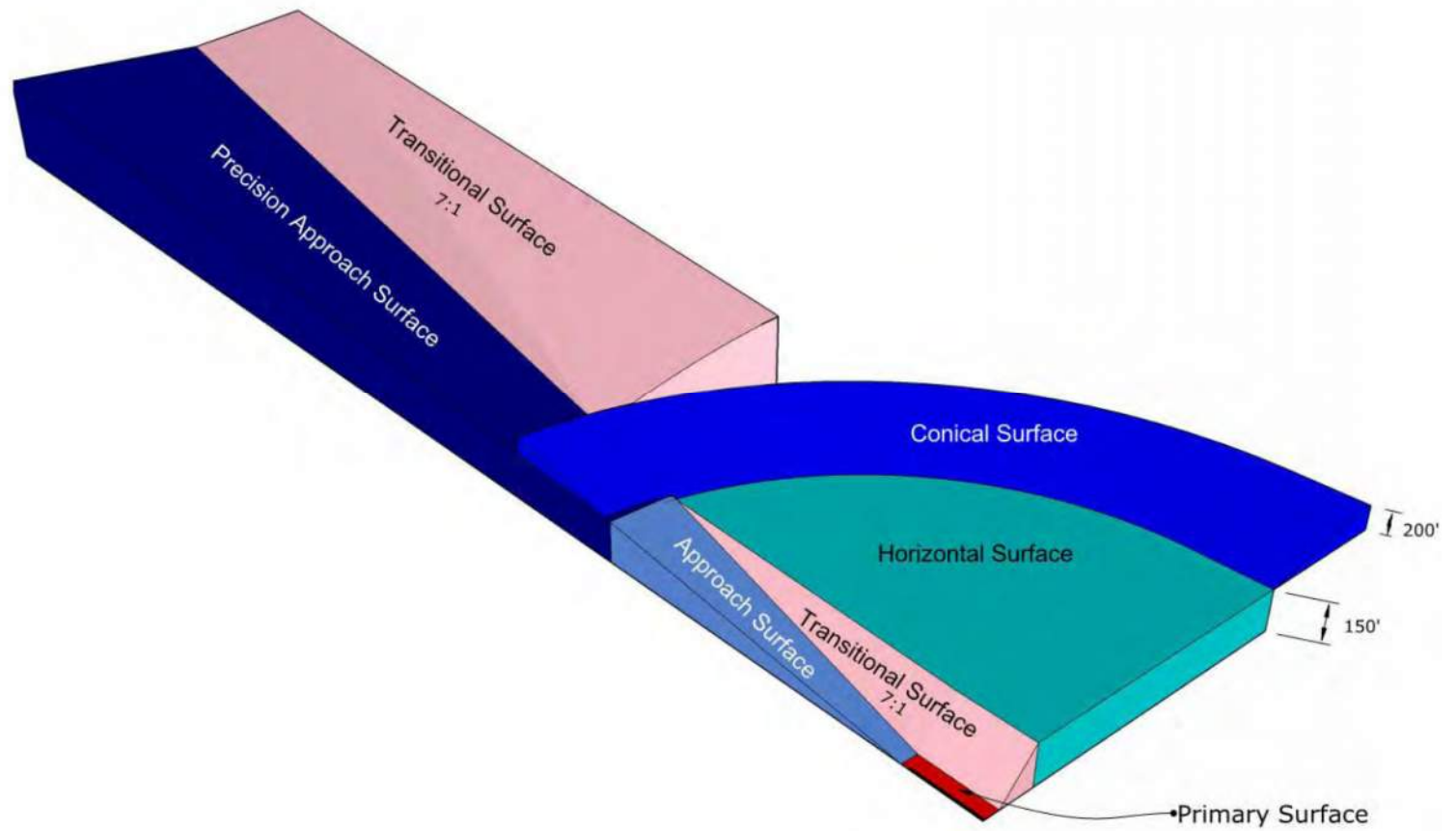
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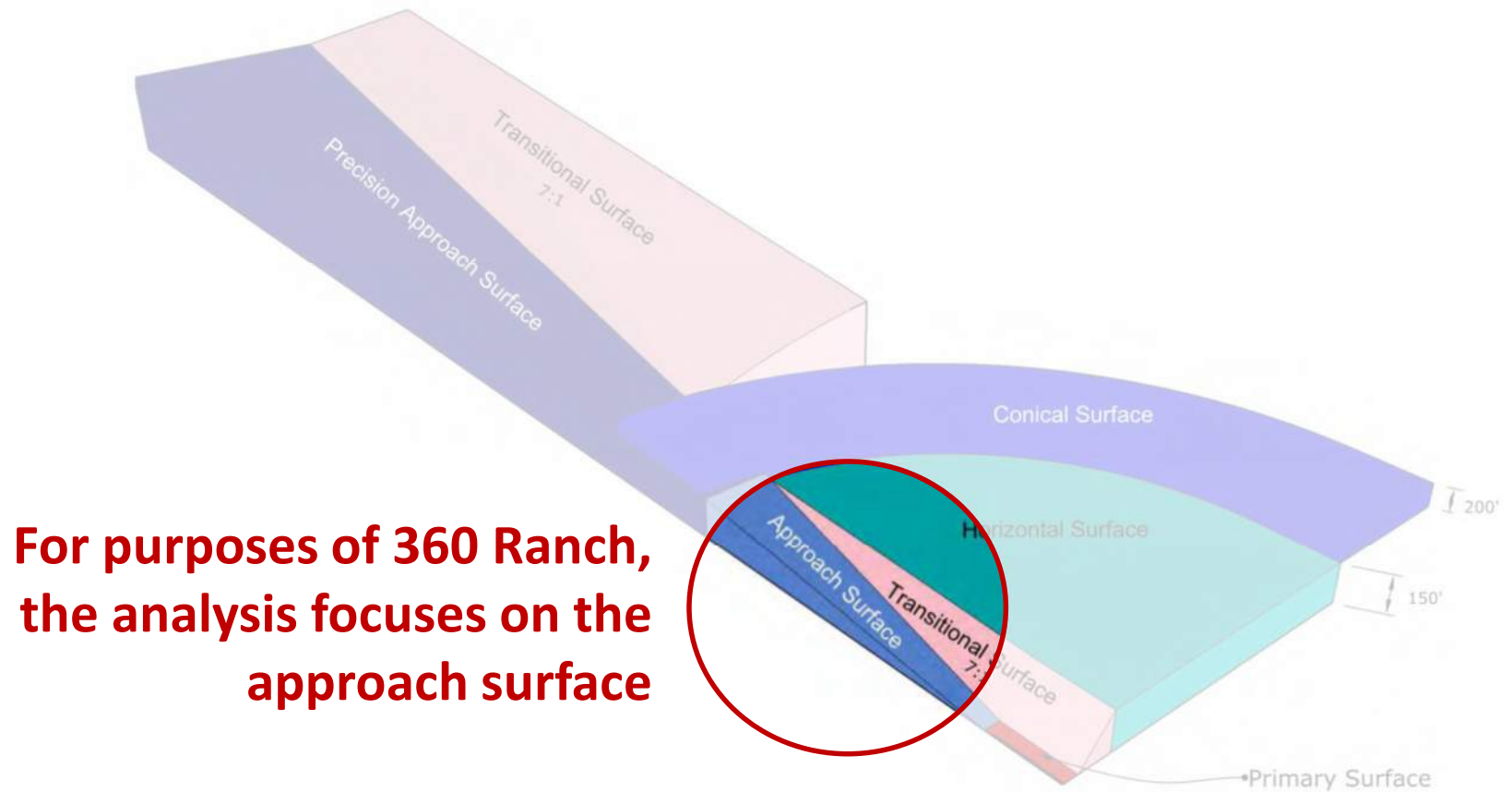
Airport Height Concerns

- Highest elevation within proposed building envelopes is 5,089 feet, which is approximately **83 feet above the end of Runway 34**
- Assuming a **maximum building height of 35 feet per the Valley County Code**, the highest structure within the subdivision appears to be within recommended height restrictions imposed by the following:
 - ITD's Idaho Airport Land Use Guidelines (including FAA recommendations)
 - McCall Municipal Airport Master Plan (2007)
 - Current Valley County Code
 - Proposed McCall Municipal Airport Master Plan (2020)

Airport Zones



Airport Zones



McCall Municipal Airport

Runway 34 Classifications:

- Other-than-Utility Runway
 - Meaning it supports “large planes”
- Non-Precision Instrument Approach

ITD's Airport Land Use Guidelines

Airport Zoning Ordinance Template

- Nonprecision Instrument Runway Approach Zone (Larger Than Utility Runway).
 - Slopes thirty-four (34) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline
- **In essence, the ITD recommends an approach slope of 34:1 for Runway 34**

Current McCall Municipal Airport Master Plan (2007)

Section 2 Background

- Describes the current south approach:
 - *“South of the airport is a ridge line that rises 74 feet above the elevation of the runway. This ridge line runs from the northeast to the southwest with the high point of the ridge situated 1,200 feet south of the end of the Runway. This ridgeline is a significant impediment to the improvement of approaches from the south. **The slope of the approach is a non-standard 20:1. Improving to a standard 34:1 for a non-precision runway would require extensive earthwork to remove the ridge from the approach surface. The ridge also presents an obstacle to runway lengthening. This situation was discussed in some detail in the previous master plan. The ridge presents a significant impediment to long-term development at this location.**”*
- **Based on the 2007 Master Plan, the airport acknowledges the current approach slope is 20:1, and acknowledges that a 34:1 slope will be difficult to achieve.**

Current McCall Municipal Airport Master Plan (2007)

Draft Airport Zoning Ordinance (contained within the 2007 plan)

- Approach Zone
 - (1) All that land which lies directly under an imaginary approach surface longitudinally centered on the extended centerline at each end of a runway.
 - (2) The inner edge of the approach surface is at the same width and elevation as, and coincides with, the end of the primary surface.
 - (3) The approach surface inclines upward and outward at a slope of:
 - a. **34:1 for Runways 16 and 34 for a horizontal distance of 10,000 feet**
 - (4) The approach surface expands uniformly to a width of:
 - a. 3,500 feet for Runways 16 and 34 at a distance of 10,000 feet to the periphery of the conical surface.
- **Again recommends that the airport implement a 34:1 approach slope**

Current Valley County Ordinance

Title 8 Chapter 1 of the Valley County Code

- Governs airport zoning restrictions
- Provides:
 - *“Nothing in this chapter shall be construed as prohibiting the growth, construction or maintenance of any tree or structure to a height **up to thirty feet (30')** above the surface of the land.”*
- **The present Valley County Code, even with respect to airport zoning restrictions, acknowledges that structures under 30' in height are not to be restricted by airport zones**

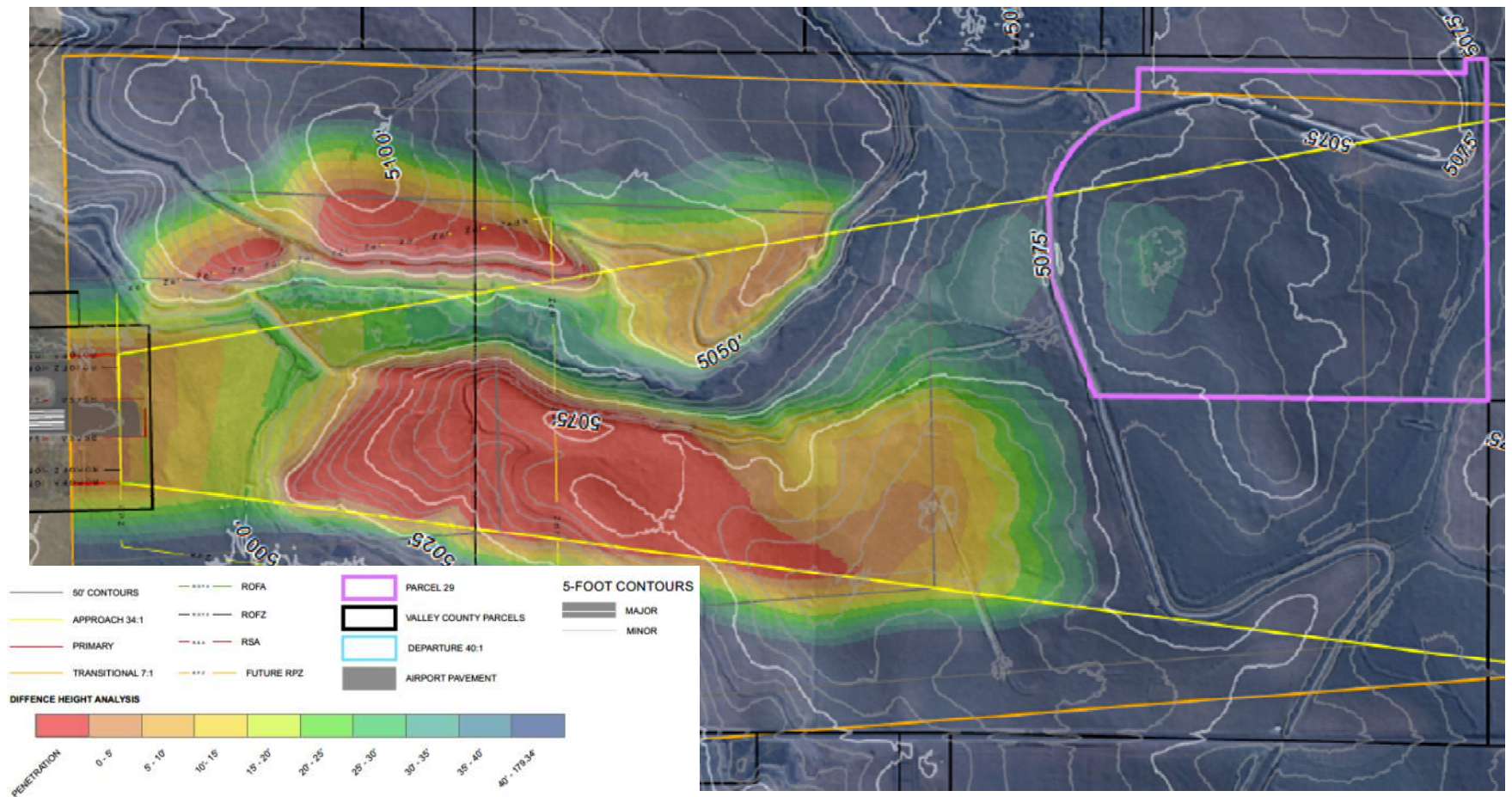
Proposed McCall Municipal Airport Master Plan (2020)

The proposed airport master plan recommends a 400' runway expansion

- *“The existing runway at MYL is adequate for small aircraft operating at the airport, as well as the critical aircraft. However, it is insufficient to meet the minimum requirement for 75% of the large aircraft fleet at 60% useful load. The recommended minimum runway length for future planning is 6,510 feet. This would require a **402-foot runway extension.**”*

The proposed airport master plan also recommends a 34:1 slope

Current Runway Condition

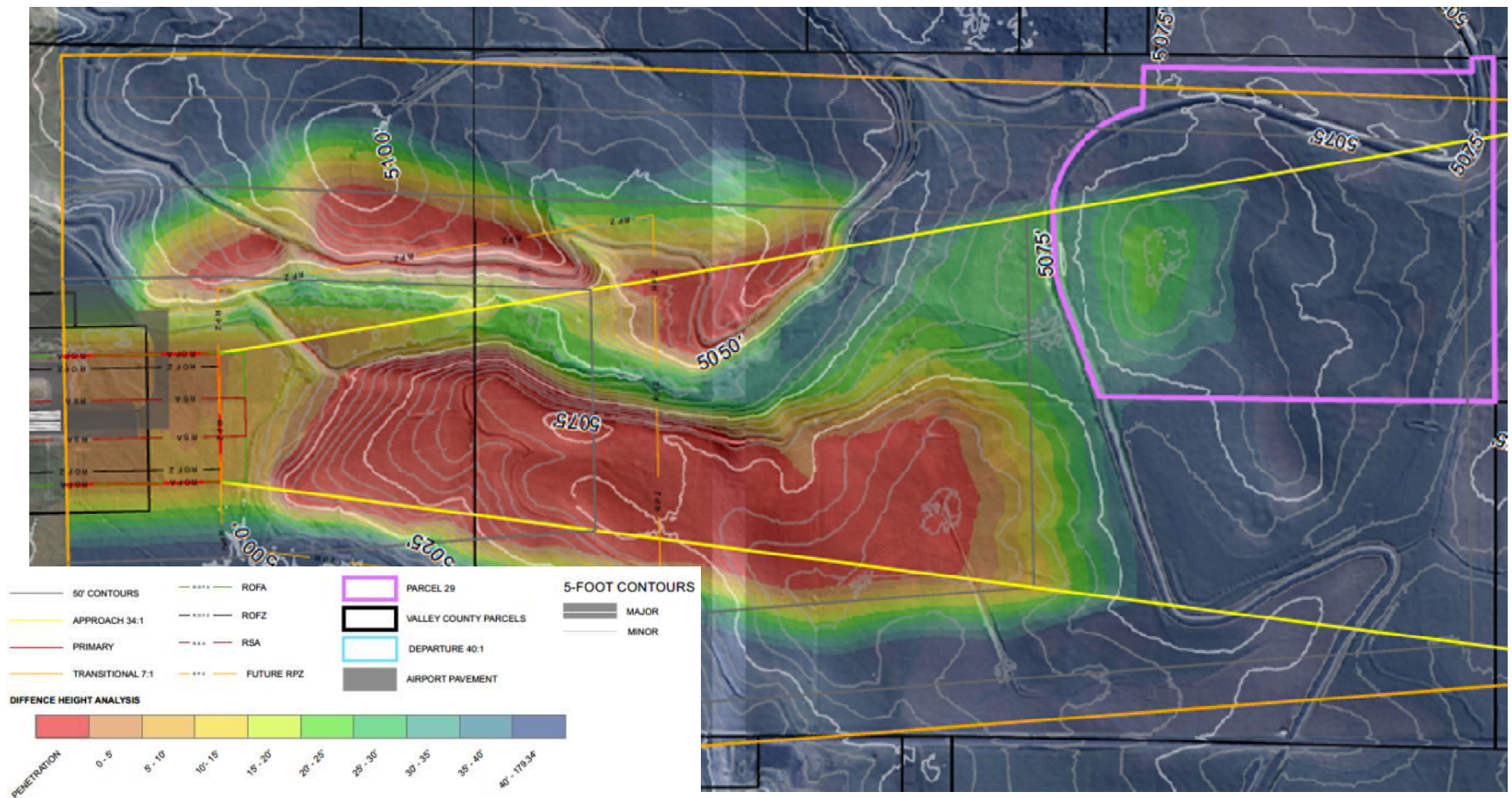


Proposed Building Heights – Current Runway

Lot No.	Elevation at Highest Building Envelope Corner (FT)	Distance From End of Runway to Highest Building Envelope Corner (FT)	Distance Less 200' Offset (FT)	Approach Slope (34:1)	Rise in Vertical Slope (FT)		Approach Elevation at Highest Building Envelope Corner (FT)	Maximum Building Height (FT)
6	5075.32	4530.46	4330.46	34	127.37		5133.95	58.63
7	5075.59	4491.75	4291.75	34	126.23		5132.81	57.22
8	5086.87	4285.04	4085.04	34	120.15		5126.73	39.86
9	5088.54	4178.36	3978.36	34	117.01		5123.59	35.05
10	5089.21	4225.19	4025.19	34	118.39		5124.97	35.76
11	5085.55	4370.47	4170.47	34	122.66		5129.24	43.69
16	5079.53	4721.19	4521.19	34	132.98		5139.56	60.03
17	5089.19	4348.90	4148.90	34	122.03		5128.61	39.42
18	5082.15	4685.05	4485.05	34	131.91		5138.50	56.35
19	5083.86	4725.72	4525.72	34	133.11		5139.69	55.83

Given the current runway, the maximum building height for the subdivision could be 35' for all lots without infringing any approach surface

Proposed 400' Runway Expansion



Proposed Building Heights – Runway Expansion

Lot No.	Elevation at Highest Building Envelope Corner (FT)	Distance From End of Runway to Highest Building Envelope Corner (FT)	Distance Less 200' Offset and 400' Expansion (FT)	Approach Slope (34:1)	Rise in Vertical Slope (FT)		Approach Elevation at Highest Building Envelope Corner (FT)	Maximum Building Height (FT)
6	5075.32	4530.46	3930.46	34	115.60		5122.18	46.86
7	5075.59	4491.75	3891.75	34	114.46		5121.05	45.46
8	5086.87	4285.04	3685.04	34	108.38		5114.97	28.10
9	5088.54	4178.36	3578.36	34	105.25		5111.83	23.29
10	5089.21	4225.19	3625.19	34	106.62		5113.21	24.00
11	5085.55	4370.47	3770.47	34	110.90		5117.48	31.93
16	5079.53	4721.19	4121.19	34	121.21		5127.79	48.26
17	5089.19	4348.90	3748.90	34	110.26		5116.84	27.65
18	5082.15	4685.05	4085.05	34	120.15		5126.73	44.58
19	5083.86	4725.72	4125.72	34	121.34		5127.93	44.07

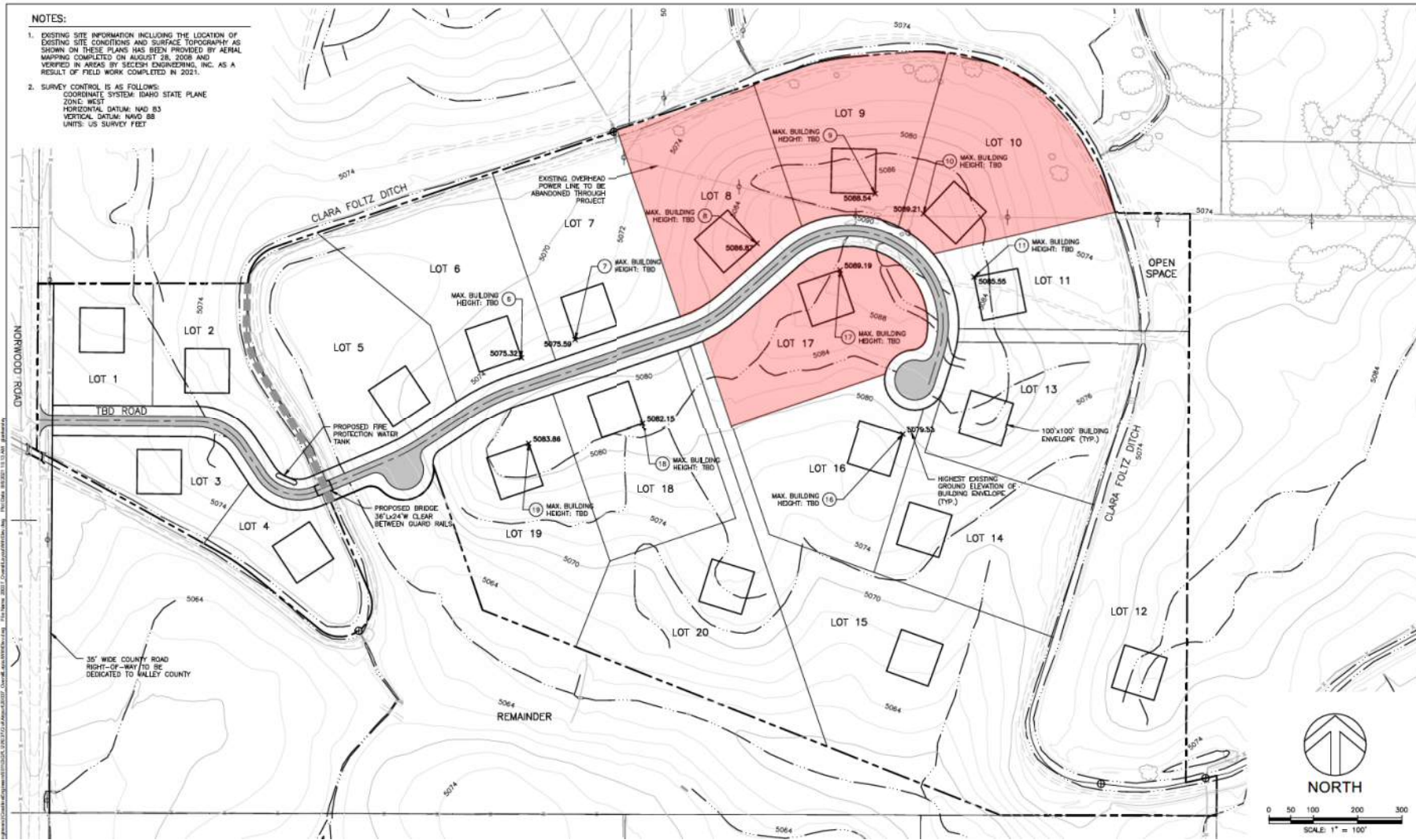
Given the contemplated runway expansion, the maximum building height for most lots within the subdivision could be 30' without infringing any approach surface, while particular lots could be restricted to the lesser heights indicated

Proposed Building Heights

- Given the recommendations of the various agencies and the McCall Airport Proposed Masterplan, 360 Ranch has determined its proposed building heights based on the following criteria:
 - Current end of runway elevation of 5,006'
 - Approach surface of 34:1, which begins at a point 200' from the end of the runway for a distance of 10,000'
- Based on such criteria, the maximum proposed building heights within subdivision would be as follows contingent upon confirmation:
 - Valley County 35' Max Height for Building Lots: 1, 2, 3, 4, 5, 6, 7, 12, 13, 14, 15, 16, 18, 19, and 20.
 - 23' – 32' Max Height for Building Lots: 8, 9, 10, 11 and 17

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Additional Considerations

GFL Holdings, LLC is prepared to meet additional conditions of approval, including:

- Revising CC&Rs to include:
 - Soundproofing requirements
 - Building height restrictions
 - Landscape maintenance requirements (tree height)
 - Light, radio frequency, and material restrictions
- Notice to homeowners, and signed acknowledgment from each homeowner regarding airport noise and other impacts
- Avigation easement for each lot to be negotiated with the McCall Airport
- Requirement that Form 7460-1 be submitted to the FAA by each homeowner/contractor prior to construction of a home on each lot