

Valley County Planning and Zoning

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STAFF REPORT: SUB 26-005 Pine Creek Ranch South Subdivision - Preliminary Plat
MEETING DATE: May 14, 2026
TO: Planning and Zoning Commission
STAFF: Cynda Herrick, AICP, CFM
Planning and Zoning Director
**APPLICANT /
PROPERTY OWNER:** Pine Creek Ranch LLC
517 E Parkcenter Blvd Apt 203, Boise ID 83706
SURVEYOR: NV5
690 S Industry Way Suite 120, Meridian ID 83642
ENGINEER: Crestline Engineers INC
PO Box 2330, McCall, ID 83638
LOCATION: 389 Stockton Court
Parcel RP18N03E154641 in the S ½ Section 15, T.18N, R.3E,
Boise Meridian, Valley County, Idaho
SIZE: 90.87 acres
REQUEST: Single-Family Residential Subdivision – 4 Residential Lots
EXISTING LAND USE: Single-Family Residential Lot with a Residence

Pine Creek Ranch LLC is requesting a conditional use permit for a four-development parcel subdivision on 90.87 acres. The site is located in the City of McCall Impact Area.

The primary purpose of this application is to create a permanent 80' wide public right-of-way with a privately maintained gravel access road. The roadway surface would be 24-ft wide with 2-ft wide gravel shoulders. This would create connectivity to a parcel to north and fulfill the requirement for secondary access should that parcel be developed. An additional road would also provide access.

The owner(s) would be responsible for maintaining both proposed roadways while the right-of-way will be dedicated or deeded to Valley County.

Four development parcels are remnants of the road design process and it is not the intent to provide housing options inside of the development parcels. Development Parcel 2 includes an existing residence, well, septic system, and outbuildings. Each new parcel would have available one single family residence until a new subdivision plat was entitled through a platting process.

Variances from VCC 9-5A-6: UTILITIES and 10-5-1 Street and Utility Improvements are part of the permit. No utilities are proposed at this time and the plat shall be marked.

9-5A-6: UTILITIES:

- A. *Direct Access Required: All lots or parcels, for or within conditional uses, shall be provided, or shall have direct access to, utility services including telephone, electrical power, water supply, and sewage disposal.*
- D. *Individual Septic Systems: If individual septic systems are proposed to show compliance with sewage disposal requirements in subsection A of this section, sanitary restrictions must be lifted on every lot prior to recordation unless it is designated as a lot where a building permit will never be issued for a residential unit, such as pasture lot, common area, open space, or a no build lot.*

10-5-1: STREET AND UTILITY IMPROVEMENTS are requested.

- A. *Installation Required: Public street, utility, conduit for fiber optics, and other off site improvements, as hereinafter listed, shall be installed in each new subdivision at the subdivider's expense or at the expense of the party agreeing to install the same, in accordance with the minimum standards set forth below prior to the acceptance of any final plat for recordation, except as provided in subsections C and D of this section. A right of way permit will be required (see section 5-7-2 of this code).*
- D. *Declaration Of Installation Of Utilities: A declaration of installation of utilities shall also be recorded. The declaration shall describe the utilities that will be placed by the subdivider, verify when the utilities will be installed and state that Valley County will have no responsibility for the installation or maintenance of utilities. If all utilities are not installed prior to recordation of the plat, a note shall be placed on the face of the plat that states: **"Utilities have not been installed at the time of recordation of this plat"**.*

A Wildland Urban Interface Fire Protection Plan (short form) was submitted. A variance from the requirement of a full plan may be needed since the developer does not intend to create housing options at this time.

VCC 10-7-4.B.4

4. Exceptions: Proposed administrative plats of less than five (5) lots and proposed subdivisions with lands less than twenty percent (20%) "forested" (see definition in section 10-7-2 of this chapter) are exempt from the professional requirement. For proposed subdivisions fitting these descriptions, the developer shall complete the plan (see the fire protection form). The plan for an administrative plat can be approved by the administrator upon receiving an approval letter from the Valley County Wildfire Mitigation director in conjunction with the applicable fire district.

Existing wetlands, including a reservoir and ponds, are present on the property and have been delineated. Impacts necessitated by road construction would be permitted through the U.S. Army corps of Engineers. The property has an existing water right.

The site is accessed from Stockton Court, a public road.

FINDINGS:

1. A neighborhood meeting is not required for a 4-lot subdivision (VCC 9-5H-1.D).
2. Potentially affected agencies were notified on March 10, 2026. Neighbors within 300 feet of the property line were notified by fact sheet sent March 10, 2026. The notice and application were posted online at www.co.valley.id.us on March 10, 2026.
3. The City of McCall was sent the application for review on March 10, 2026, and April 14, 2026. The application was emailed to City Clerk BessieJo Wagner, Community & Economic Development Director Michelle Groenevelt, City & Sustainability Planner Meredith Todd, Planning & Building Specialist Rachel Santiago-Govier, GIS Program Manager Yoram Terleth, and McCall Airport Manager Emily Hart.
4. The matter was postponed to May 14, 2026, per Valley County Codes 7-1-9 and 10-1-4

5. Legal notice was posted in the *Star News* on March 19, 2026; March 26, 2026; April 23, 2026; and April 30, 2026.
6. The applicant was notified of the postponement on March 12, 2026. Potentially affected agencies were notified of the postponement on March 12, 2026 (by email), and March 13, 2026 (by mail). Neighbors within 300 feet of the property line were notified of the postponement by mail sent March 13, 2026.
7. On April 22, 2026, the applicant, surveyor, engineer, potentially affected agencies, the City of McCall, and neighbors within 300 feet of the property line were noticed that the meeting start time was 4:00 p.m.
8. The site was posted on April 21, 2026. The meeting time on the sign was corrected to 4:00 p.m. on April 22, 2026.
9. Additional Applicant Submittal:

Craigs Groves provided information on Traffic Impact Studies (TIS). A TIS was completed in September 2025 based on developing the entire 158 acres containing approximately 492 homes. A revised TIS will focus on 176 units on 68 acres located in the City of McCall. The final report will address the Stockton 90 secondary access allocating 10% of the traffic generated to exit out of Stockton Court. Any future subdivision of one or more of proposed development parcels would require a new TIS. (May 6, 2026)

10. Agency comment received:

Kerstin Dettrich, Valley County Road & Bridge Director, stated there are no provisions in place that would discourage addition of 'emergency access' roadway connections, assuming all roadways are constructed to Valley County and McCall Fire standards. The proposed connections would provide essential secondary emergency access to areas that are currently difficult or impossible for emergency services to reach, thereby improving overall public safety. Engineering plans would be required for review as well as a maintenance or development agreement. (April 2, 2026)

Megan Myers, Valley County Communications Supervisor, and Laurie Frederick, Valley County Cadastral Specialist III, approve of the road name Pine Creek Drive. However, both are concerned with duplication of property addresses along Stockton Drive, Stockton Court, and the proposed Stockton Boulevard. (February 27, 2026; March 2, 2026)

Emily Hart, McCall Airport Manager, stated 389 Stockton CT is 1.16 miles from end of Runway 16. East edge of proposed development is 1.4 miles from end of Runway 16. Development Parcels 1-4 are all in the Horizontal Surface. Pre-screening is recommended for required FAA 7460-1 submission for both proposed lots / building envelopes and notice of proximity to the McCall Municipal Airport. (March 11, 2026)

Mara Hlawatschek, Valley County Wildfire Mitigation Director, stated the proposal does not meet the requirements for an exemption to VCC 10-7-2. Thus, a full Wildland Urban Interface Fire Protection Plan is required. (March 11, 2026)

Brent Copes, Central District Health, stated additional information is required before CDH can comment. (March 27, 2026)

Ryan Garber, McCall Fire & EMS, stated the plans attached to the application appear to meet the standards for access roads; however, site verification by MFPD or Valley County Roads Department is recommended before issuance of final plat. Relevant codes are attached. (March 18, 2026)

Brandon Flack, Idaho Fish and Game Regional Technical Assistance Manager, submitted general recommendations for subdivisions, which include controlling pets, vegetative recommendations, prohibiting feeding of wildlife, riparian barriers around wetlands, pond requirements, and wildlife friendly fencing. (November 21, 2024)

Idaho Department of Environmental Quality (DEQ) provided general comments on air quality, wastewater, drinking water, surface water, solid waste, hazardous waste, water quality, ground water contamination, and best management practices. (May 4, 2026)

Michelle Groenevelt, McCall Community & Economic Development Director, responded to questions from Director Herrick concerning annexation. The City of McCall's annexation process would begin with a meeting with the City Planner. The application fee is \$2000, and consideration is based on City Code, the Comprehensive Plan, and State Code provisions. Annexation into the sewer district requires annexation into City limits. (April 16, 2026)

City of McCall stated the city recognizes the importance of coordinated review for development with the McCall Impact Area to ensure consistency with long-range planning objectives, infrastructure capacity, and orderly extension of municipal services. They made the following comments received on May 4, 2026:

1. The proposed road will connect with the city's roadway network. The City received an application for a new PUD for the parcel to the north of this development proposing 176 new dwelling units currently named "Woodlands 3". A Traffic Impact Study has not been completed. Even though they support interconnected street networks and coordinated access planning, they have questions regarding timing, surfacing, and maintenance.
2. The proposed road sections appear to meet the city's gravel road standards, except for a missing geotextile fabric layer. But this is not a concern until they are annexed into the city and they would have to reconstruct to a paved surface. They are also off-center of ROW. This road would act as the secondary access to the Woodlands 3.
3. The subdivision lacks specificity and predictability; therefore, the city is not currently supportive of the application.

11. Public comment received:

Concerns include: 1) purpose of the proposed roads; 2) maintenance agreement; 3) wildfire mitigation; and McCall City Council review. The incomplete applicant is a piecemeal approach to a potentially significant development spanning the City limits and the Area of Impact. Submitted March 17, 2026, on behalf of:

1. Doug Campbell, 648 Brady Drive
2. Dave Carter, 656 Douglas Drive
3. Melissa and Todd Daniels, 656 Brady Drive
4. Mac Keller, 751 Stockton Drive
5. Karl Lindstrom, 650 Woodlands Drive
6. Sheree Sonfiled and Bob Bechaud, 664 Woodlands Drive
7. Pattie Soucek, 615 Woodlands Drive
8. Gary Thompson, 300 May Road

9. Pam and Mike Wissenbach, 280 May Road
10. Marcia Witte, 669 Woodlands Drive

Laurence Huie, 275 S Samson Trail, is concerned about the traffic impacts, increased dust, and road maintenance. Paving the road would be a workable solution. Pictures are attached. (March 31, 2026; April 1, 2026; April 2, 2026; April 13, 2026; May 6, 2026)

There was email correspondence between Director Herrick and Marcia Witte regarding VCC 7-1-5 and requirements regarding annexation. The applicant previously applied for and was denied annexation into the sewer district. Director Herrick stated that the current land use of the site is residential. (April 16, 2026)

Tim Thomas shared three photos near the beginning of the proposed easement from the 90-acre parcel toward the road connection near Fox Ridge Lane. The area appears to be an important wetland for wildlife. Thus, the area should be carefully evaluated and protected as part of the planning process. (April 10, 2026)

Property owners within Fox Ridge Subdivision responded in a letter dated April 10, 2026. Concerns include the lack of information on how many houses would be constructed on the 90 acres; additional future roads; and the intent for the easement from Fox Ridge Lane to this property. Agreeing to add an unknown number of vehicles onto narrow streets frequently used by cyclists, pedestrians, and children seems unwise. Will the County require any type of environmental assessment? Without a timeline for development, it seems premature to approve the application.

1. Dawn Cardwell and Scott Sword, 633 Fox Ridge Lane
2. Sheri and Jason Class, 174 Fox Lane
3. Heidi and Matt Galyardt and Sandy Schlotterbeck, 637 Fox Ridge Lane
4. Jill and Chris Gaughan, 683 Fox Ridge Lane
5. Joan Heider, 629 Fox Ridge Lane
6. Erin Hurley, 645 Fox Ridge Lane
7. Lindsey and Sam Jensen, 634 Fox Ridge Lane
8. Michelle and Craig Johnson, 609 Fox Ridge Lane
9. Robert and Madeline Johnson, 150 Fox Lane
10. Kelsey and Adam Jorck, 625 Fox Ridge Lane
11. Suzanne Mack and Jason Lawhorn, 166 Fox Lane
12. Jamie Parker, 621 Fox Ridge Lane
13. Fabio Pellizzer, 664 Fox Ridge Lane
14. Craig and Cheryl Rabe, 686 Fox Ridge Lane
15. Bruce and Gail Rankin, 675 Fox Ridge Lane
16. Ed and Karen Taylor, 690 Fox Ridge Lane
17. Ryan Taylor, 155 Fox Lane
18. Shawna and Tim Thomas, 656 Fox Ridge Lane

Comments in Opposition – Reasons Given

- Opposition to any public street connectivity between the site and the Woodlands neighborhood. The current quiet cul-de-sacs were not designed to handle a high volume of transit traffic.
- If approved, then the following requirements: 1) Emergency Access Only between the two developments; 2) Physical barriers; 3) all residential and construction traffic for Pine Creek Ranch should be routed through Deinhard Lane or other arterial roads.

- This application should be denied or contingent upon the approval of the Woodlands 3 PUD by the City of McCall. This should not be evaluated as a standalone component of a larger development.
- The application should be denied or deferred until full impacts and intended use of the road are evaluated as part of overall development plan.
- Fails to provide for a cohesive and comprehensive plan and fails to consider the broader impact to existing community and liited infrastructure.
- The application lacks information for the County to determine the full impact on County services and infrastructure as well as full future impact on adjacent property owners.
- A Traffic Impact Study should be required; this should show impact on the proposed gravel road as wells as other roads and intersections including Stockton Court, Stockton Drive, and South Samson Trail. TIS should include both proposed and existing uses.
- A privately maintained gravel road does not meet the access requirements of McCall City Code 9.3.04(K) for a proposed 176-unit development.
- Future maintenance of road is unknown. What are penalties if not maintained? If approved, the road should be paved and maintained by Valley County.
- There should be a viable water supply in case of wildfire.
- The proposal fails to meet the County's approval criteria as it relates to public interest, infrastructure adequacy, and long-term fiscal responsibility.
- The graveled road would be inadequate, particularly for emergency vehicles and construction traffic.
- Impacts of increased traffic in the Woodlands, Fox Ridge, and Stockton Drive areas; these are quiet neighborhood roads with school children, pedestrians, and cyclists in the roadways.
- Negative impacts on existing water users and septic users in the adjacent neighborhoods and downstream.
- A complete wildfire mitigation plan required by Valley County Code was not submitted.
- Negative ecological impacts.
- Long-term planning and community impacts should be considered.
- Alternatives are to have separate infrastructure for access for the applicant's 68-acre and 90-acre parcels that do not connect to the Woodlands or have the 90-acre parcel annexed into the City of McCall so a single jurisdiction can be the governing authority.
- Recent history of development proposals for this property and adjacent property is available from the City of McCall, Payette Lakes Recreational Water and Sewer District, and woodlandsmccall.org.

1. Kristen McCoy, March 30, 2026
2. Iryna and Brian Nelson, 663 Woodlands DR, April 14, 2026
3. Tom and Kathy Kilgore, McCall, April 16, 2026
4. Emma and Clint Barnett, April 22, 2026
5. Ryan Marquez, April 22, 2026
6. Walt Czarniecki, Homeowner within The Woodlands, April 24, 2026
7. Mac Keller, 751 Stockton DR, April 25, 2026
8. Shauna Enders, April 30, 2026
9. Melissa and Todd Daniels, 656 Brady Drive, May 2, 2026
10. Jim and Angela Troy, 668 Koski Drive, May 3, 2026
11. John and Ginger Riggins, May 3, 2026
12. Michael and Pam Wissenbach, 280 May Road, May 4, 2026
13. McCall and Mariah Keller, 751 Stockton Drive, May 4, 2026
14. David and Laura Crawford, May 4, 2026

15. Elva Tores, 631 Stockton Drive, May 4, 2026
16. Chris Connolly, 331 May Road, May 4, 2026
17. Gary S. Thompson, JR, 300 May Road, May 4, 2026
18. Larry Huie, 375 S Samson Trail, May 4, 2026
19. Dave and Lewann Ball, 375 May Road, May 4, 2026
20. Raul De La Rosa and Rocio Garcia, Stockton Drive, May 4, 2026
21. Bob and Kathy O'Neil, 476 Ellis, May 4, 2026
22. Alice Brown, 624 Woodlands Drive, May 4, 2026
23. Sheree Sonfield, 664 Woodlands Drive, May 4, 2026
24. Russell and Janey Royal, 654 Brady Drive, May 4, 2026
25. Scott Durham, 657 Brady Drive, May 4, 2026
26. Dawn Matus, May 4, 2026
27. Louise Laduke, 657 Woodlands Drive, May 5, 2026
28. Nancy Cussler, 652 Woodlands Drive, May 5, 2026
29. Marcia Witte, McCall, May 5, 2026
30. Matt and Heidi Galyardt and Sandy Schlotterbeck, 637 Fox Ridge Lane, May 6, 2026
31. Dave Carter, May 6, 2026
32. Don and Pam Sanda, May 6, 2026
33. Denise and Mark Shepard, May 6, 2026
34. Darin W. Hibler, 601 Woodlands Drive, May 6, 2026
35. Michelle and Craig Johnson, 609 Fox Ridge Lane, May 6, 2026
36. Woodlands Homeowners' Association, May 6, 2026
37. John Gatt, Woodlands residents, May 6, 2026
38. Lynne Hodges, Lisa Lewis, and Thom Lewis, May 7, 2026

12. Physical characteristics of the site: The site is densely wooded with drainages and wetlands.

13. The surrounding land use and zoning includes:

North: City of McCall boundary with area zoned as Civic (Barbara R Morgan Elementary School and Payette Lakes Middle School); and R4 (Low Density Residential: maximum density of 4 dwelling units per acre – Woodlands No. 2 and bare land)

South: Single-Family Residential Subdivision (West Place Recorder's Plat)

East: Agricultural (Bare Forestland)

West: City of McCall boundary with area zoned as R4 (Low Density Residential: maximum density of 4 dwelling units per acre – Fox Ridge Subdivision) and Single-Family Residential Subdivision (West Place Recorder's Plat)

9. Valley County Code (Title 9): In Table 9-3-1, this proposal is categorized under:

- 2. Residential Uses (c) Subdivision for single-family subdivision.

Review of Title 7-1 McCall Area of City Impact, Title 9 - Chapter 5 Conditional Uses, and Title 10 Subdivision Regulations should be done.

TITLE 7 AREAS OF CITY IMPACT - CHAPTER 1 McCALL AREA OF CITY IMPACT

7-1-5: APPLICATION FOR ANNEXATION REQUIREMENT:

When property located within the McCall impact area is contiguous to the City of McCall and the owner or their agent **desires to change the principal land use**, the owner must first apply for annexation into the city. A property owner may not purposefully circumvent this requirement by creating a strip of undeveloped land, as determined by the administrator of Valley County. If the annexation is denied, then the owner may proceed with an application to Valley County in accordance with this agreement.

7-1-7: ZONING:

The Valley County land use and development ordinance and subsequent amendments thereto as officially adopted by Valley County shall apply within the McCall impact area as set forth in Idaho Code title 67, chapter 65. All permits within the impact area including, but not necessarily limited to, zone changes, variances, records of survey, conditional use permits, special use permits, and planned unit developments, shall be reviewed by the Valley County planning and zoning commission with final approval authority resting with the Valley County board of commissioners.

7-1-9: JOINT REVIEW AND TIME LINES FOR ACTION:

- A. Upon receipt of any development request, permit application or discretionary action submitted to Valley County for developments within the City of McCall area of impact, the county shall deliver a copy of the completed application and supporting documents to the City of McCall at least forty five (45) days prior to any county public hearing or public meeting.
- B. The City of McCall will then have the opportunity to review the application and submit recommendations or opinions. These must be submitted in writing to the Valley County planning and zoning commission on official city letterhead at least seven (7) days prior to the county hearing or meeting date.
- C. All official communications between the city and county pertaining to a development proposal within the City of McCall impact area shall be in writing. If the city does not provide written comment on any particular proposal, then the note, "No comment from the City of McCall", will be entered into the official public record for the affected project.

7-1-10: PUBLIC IMPROVEMENT STANDARDS:

All public improvements within the City of McCall impact area should be designed and constructed according to the city standards for future annexation consideration when appropriate. Valley County should consider adopting City of McCall public improvement standards for use within the impact area if changes or annexation are requested. City of McCall water and sewer service may be available subject to City of McCall service extension policies and city code requirements being met. All costs associated with upgrading or extending main lines and/or connecting to city services will be paid by the landowner or developers according to the city code and fee schedule.

TITLE 9 LAND USE AND DEVELOPMENT

9-1-10 DEFINITIONS

Lot Coverage: That portion of a lot that is occupied by the principal building and its accessory buildings, including overhangs, along with any structures requiring a building permit, and other impervious surfaces, such as driveways, patios, and accessory structures.

9-4-8: TABLE 4-A, STANDARDS FOR PERMITTED USES:

Use Description	Building Setbacks (feet)				Minimum Lot Area Acres	Max. Lot Cover	Minimum Street Frontage	Max. Building Height
	Front	Side	Side Street	Rear				
Residential Uses	20	7.5	20	20	Var.	35%	30 ft	35 ft

9-5-3: STANDARDS:

B. Setbacks:

- 1. Structures Exceeding Three Feet In Height: The setbacks for all structures exceeding three feet (3') in height are specified herein under the site and development standards for the specific use.
- 2. Highway 55: All structures shall be set back one hundred feet (100') from the right of way line of Highway 55 unless a more restrictive setback is required within other sections of this title.
- 3. High Water Line: All residential buildings shall be set back at least thirty feet (30') from high water lines. All other buildings shall be set back at least one hundred feet (100') from high water lines.

4. Front Yards: Front yards shall be determined by the structure establishing the principal use on the property and the location of the access street or road.
5. Encroachment On Yards: No other structure may encroach on the yards determined for the structure establishing principal use.
6. Measurement: All building setbacks shall be measured horizontally, on a perpendicular to the property line, to the nearest corner or face of the building including eaves, projections, or overhangs.

9-5A-1: GRADING:

- A. Permit Required: Grading to prepare a site for a conditional use or grading, vegetation removal, construction or other activity that has any impact on the subject land or on adjoining properties is a conditional use. A conditional use permit is required prior to the start of such an activity.
- B. Exemptions: Grading for bona fide agricultural activities, timber harvest, and similar permitted uses herein are exempt from this section.
- C. Flood Prone Areas: Grading within flood prone areas is regulated by provisions of section 9-6-2 of this title and title 11 of this code. A permit, if required, shall be a part of the conditional use permit.
- D. Wetlands: Grading or disturbance of wetlands is subject to approval of the U.S. Corps of Engineers under the federal clean water act. The federal permit, if required, shall be part of the conditional use permit.
- E. Site Grading Plan:
 1. The conditional use permit application shall include a site grading plan, or preliminary site grading plan for subdivisions, clearly showing the existing site topography and the proposed final grades with elevations or contour lines and specifications for materials and their placement as necessary to complete the work. The plan shall demonstrate compliance with best management practices for surface water management for permanent management and the methods that will be used during construction to control or prevent the erosion, mass movement, siltation, sedimentation, and blowing of dirt and debris caused by grading, excavation, open cuts, side slopes, and other site preparation and development. The plan shall be subject to review of the county engineer and the soil conservation district. The information received from the county engineer, the soil conservation district, and other agencies regarding the site grading plan shall be considered by the planning and zoning commission and/or the board of county commissioners in preparing the conditions of approval or reasons for denial of the applications. The Valley County Engineer or assigns shall approval all site grading and stormwater management plans prior to earthwork being don on-site.
 2. For subdivisions, preliminary site grading plans and stormwater management plans must be presented for review and approval by the commission as part of the conditional use permit application. However, prior to construction of the infrastructure, excavation, or recordation of the final plat, the final plans must be approved by the county engineer or assigns.
 3. For purposes of sizing stormwater basin permanent management facilities (excluding first flush water quality treatment facilities), Drainage Peak Flow Calculations shall use the Soil Conservation Service (SCS) method as preferred, but the Rational Method is acceptable for smaller areas (generally 100 acres or less). See VCC 9-6-6C for requirements that apply to detention basins within the Riparian Area Overlays.
 - a. Public Roads Require: 100-yr storm event for major roads, bridges, etc. and 50-year for all other facilities.
 - b. Private Roads Require: 100-yr storm event for major roads, bridges, etc. and 25-year event for all other facilities.
 - c. Site Development not directly specified shall use the 25-year storm event.
- F. Land Surfaces Not Used For Roads, Buildings And Parking: All land surfaces not used for roads, buildings and parking shall be covered either by natural vegetation, other natural and undisturbed open space, or landscaping.
- G. Stormwater Management Plan: Prior to issuance of building permits, the administrator must receive a certification from the developer's engineer verifying that the stormwater management plan has been implemented according to approved plans.

H. Riparian Area Overlay: Grading within the Riparian Area Overlay is regulated by provisions of section 9-6-6 of this title. A permit, if required, shall be part of the conditional use permit.

9-5A-2: ROADS AND DRIVEWAYS:

- A. Roads For Public Dedication And Maintenance: Roads for public dedication and maintenance shall be designed and constructed in accordance with title 10 of this code and in accordance with "Construction Specifications And Standards For Roads And Streets In Valley County, Idaho".
- B. Access Roads Or Driveways: Residential developments, civic or community service uses, and commercial uses shall have at least two (2) access roads or driveways to a public street wherever practicable.
- C. Private Roads: Private roads shall meet the provisions of the Valley County subdivision ordinance and any policies adopted by the board of county commissioners.
- D. Cattle Guards: Cattle guards shall not be installed in public roads within residential developments.
- E. Access To Highway 55: Access to Highway 55 shall be limited at all locations and may be prohibited where other access is available. An access permit from the Idaho transportation department may be required.

9-5A-5: FENCING:

- C. Livestock In Residential Development: If livestock are allowed in a residential development, then fencing shall be installed to keep livestock out of public street rights of way. Cattle guards shall not be installed in public roads within residential developments.
- E. Construction And Materials: Fence construction and materials shall be in accordance with commonly accepted good practices to produce a neat appearing durable fence. The location, height, and materials used for constructing a fence shall be approved by the commission and specified in the conditional use permit. Fences required for any conditional use shall be maintained in good repair.
- F. Conditional Use Adjoins Agricultural Uses: Where a conditional use adjoins an agricultural use where animal grazing is known to occur for more than thirty (30) consecutive days per year, the permittee shall cause a fence to be constructed so as to prevent the animals from entering the use area. The permittee shall provide for the maintenance of said fence through covenants, association documents, agreement(s) with the adjoining owner(s), or other form acceptable to the commission prior to approval of the permit so that there is reasonable assurance that the fence will be maintained in functional condition so long as the conflicting uses continue.
- G. Obstruction Of Vision: Sight obscuring fences, hedges, walls, latticework, or screens shall not be constructed in such a manner that vision necessary for safe operation of motor vehicles or bicycles on or entering public roadways is obstructed.

9-5A-6: UTILITIES:

- A. Direct Access Required: All lots or parcels, for or within conditional uses, shall be provided, or shall have direct access to, utility services including telephone, electrical power, water supply, and sewage disposal.
- B. Central Water Supply And Sewage Systems: Central water supply and sewage systems serving three (3) or more separate users shall meet the requirements of design, operation, and maintenance for central water and sewage systems in the subdivision ordinance.
- C. Probability Of Water Supply: Probability of water supply, as referred to in subsection A of this section, can be shown by well logs in the general area or by a determination of a professional engineer, hydrologist, or soil scientist.
- D. Individual Septic Systems: If individual septic systems are proposed to show compliance with sewage disposal requirements in subsection A of this section, sanitary restrictions must be lifted on every lot prior to recordation unless it is designated as a lot where a building permit will never be issued for a residential unit, such as pasture lot, common area, open space, or a no build lot.
- E. Easements Or Rights Of Way: Easements or rights of way shall be set aside or dedicated for the construction and maintenance of utilities in accordance with the provisions of the subdivision ordinance.

- F. Utility Plan: A utility plan showing the schedule of construction or installation of proposed utilities shall be a part of the conditional use permit.

9-5B-2: LIGHTING

9-5B-4: EMISSIONS:

- C. Wood Burning Devices: Wood burning devices shall be limited to one per site. Wood burning devices shall be certified for low emissions in accordance with EPA standards.

9-5C-2: MINIMUM LOT AREA:

- B. New Subdivisions:
1. Single-Family Residences: New subdivisions for single-family residences shall provide the following minimum lot sizes:
 - a. One acre where individual sewage disposal systems and individual wells are proposed.
- C. Frontage On Public Or Private Road: Frontage on a public or private road shall not be less than thirty feet (30') for each lot or parcel. The lot width at the front building setback line shall not be less than ninety feet (90').

9-5C-5: SITE IMPROVEMENT:

- A. Off Street Parking Spaces: Two (2) off street parking spaces shall be provided for each dwelling unit. These spaces may be included in driveways, carports, or garages.
- B. Utility Lines: All utility lines, including service lines, that are to be located within the limits of the improved roadway in new residential developments must be installed prior to placing the leveling coarse material.

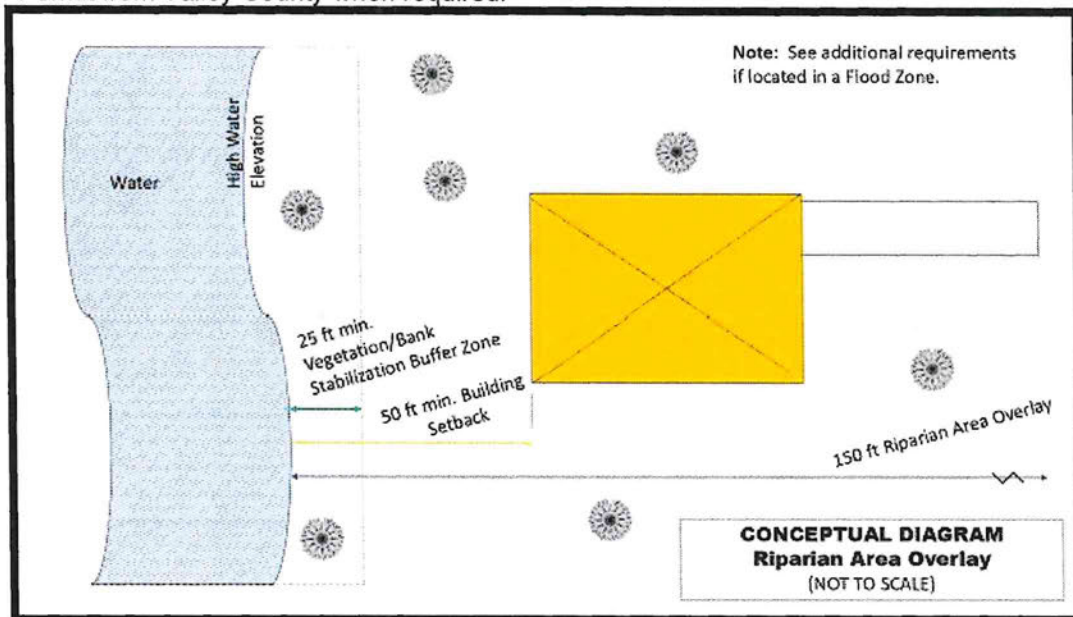
9-5C-6: DENSITY:

- A. The density of any residential development or use requiring a conditional use permit shall not exceed two and one-half (2.5) dwelling units per acre, except for planned unit developments or long-term rentals. Long-term rental density can be determined by the Planning and Zoning Commission in regards to compatibility with surrounding land uses and will require a deed restriction.
- B. Density shall be computed by dividing the total number of dwelling units proposed by the total acreage of land within the boundaries of the development. The area of existing road rights of way on the perimeter of the development and public lands may not be included in the density computation.

9-6-6: Riparian Area Overlay

- A. Purpose: The purpose of this special overlay is to protect the health and safety of the public, and to minimize damage to property and fragile ecologies by preventing surface and ground water pollution along with protection of waterbodies. It will also serve to protect water quality.
- B. Areas of Application: The standards and procedures for riparian areas shall apply to those lands which are within 150 feet of any lake, pond, river, or year-round flowing creek or stream.
- C. Standards:
1. Setback shall be 50' from high water line for residential buildings and appurtenant structures and 100' for all other buildings and appurtenant structures. If a lot was platted prior to adoption of this standard and there is no area to construct, a variance may be granted by administrators if runoff control measures as prepared by the applicant are recommended for approval by the Valley County Engineer based on stormwater standards.
 2. Prior to any excavation or construction, the property owner, general contractor or the responsible party shall provide proof of stormwater certification training or responsible person training. Training and certification must be on an approved training provider list that can be obtained at the Valley County Building Department.
 3. Stormwater detention basins, retention basins, swales or other techniques shall be used when recommended or required by the Valley County Engineer.
 - a. Basins must be designed and sized to filter or infiltrate runoff from the construction site and permanent drainage.

- b. Basins must be designed to accommodate the "first-flush" volume sized to capture the runoff from the initial rainfall depth most responsible for pollutant loading. The "first-flush" volume design storm depth is defined herein as 0.77-inch of rainfall (24-hour 95th-percentile storm).
 - c. For purposes of sizing stormwater basin permanent management facilities (excluding first flush water quality treatment facilities), Drainage Peak Flow Calculations shall use the Soil Conservation Service (SCS) method as preferred, but the Rational Method is acceptable for smaller areas (generally 100 acres or less)
 - d. The storm duration is a 1-hour event when using the Rational Method, or a 24-hour event when using the SCS method.
 - e. Basin design shall be approved by the Valley County Engineer and inspected by the Valley County building department or other qualified inspectors assigned to such duties. Special inspections may be needed in some instances. The applicant's engineer shall also submit a certification that the approved plan was implemented prior to final occupancy.
 - f. Basin design shall comply with Idaho Department of Water Resources (IDWR) water rights requirements.
4. There shall be no filling or dredging of lake bottoms, rivers, or wetlands without proper jurisdictional permits, i.e. IDWR, USACE, Valley County, etc.
 5. There shall be no excessive clearing of vegetation.
 6. Stormwater harvest and infiltration techniques are encouraged.
 7. Riprap for shoreline protection is allowed with the proper turbidity controls and permits from appropriate jurisdictions (IDWR, USACE, USBR, IDL, etc), including a Floodplain Development Permit from Valley County when required.



100' ft min. Building Setback setback for all other buildings.

TITLE 10 SUBDIVISION REGULATIONS

10-1-6 DEFINITIONS:

SUBDIVISION: The division of an original parcel of land by deed, mortgage, deed of trust, or contract of sale which: a) results in more than two (2) subparcels of the original parcel; or b) provides land for a new street, either on the perimeter or across any portions of a parcel of land; or c) the redivision of any lot or parcel that was divided from an original parcel as defined by the subdivision regulations for Valley County, Idaho, adopted April 29, 1970.

10-4-3: LOTS:

- A. Size, Depth, Shape, Orientation And Setback Lines: The lot size, width, depth, shape and orientation, and the minimum building setback lines shall be appropriate for the location of the subdivision and for

the type of development and use contemplated. Every lot shall abut upon a street. Corner lots for residential use shall have extra width to permit appropriate building setbacks from, and orientation to, both streets.

- B. Double Frontage And Reverse Frontage Lots: Double frontage, and reverse frontage lots, shall be avoided, except where essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation. A screening easement of at least ten feet (10'), and across which there shall be no right of access, shall be provided along the line of lots abutting such a traffic artery or other disadvantageous use.
- C. Side Lot Lines: Side lot lines shall be within twenty degrees (20°) of right angles or radial to street lines.

10-4-4: STREETS:

Any parcel of land that is intended to be used, or is actually used, to provide vehicular access to more than one building site, whether said street is public or private and whether the parcel is set aside by deed, easement, or other means, unless an administrative variance is allowed for a shared driveway to adjacent properties, all having the required frontage on an existing street if in a platted subdivision or a legal parcel, is in the best interest of all parties involved due to unusual circumstances or topographic reasons, as determined by the administrator. Administrative variances cannot be given for more than three (3) building sites and shall at a minimum require the shared driveway to be built to the satisfaction of the fire department and have a shared driveway agreement.

- A. Conformance With Adopted Standards And Policies: The classification, ownership, design and location of all streets shall conform to adopted standards and policies, and shall be considered in their relation to existing and planned streets, topographic conditions, to public convenience or safety, and in their appropriate relation to the projected traffic demand of the land to be served by such streets.
- B. Arrangement Of Streets: The arrangement of streets in a subdivision shall either:
 - 1. Provide for the continuation or appropriate projection of existing streets in surrounding areas; or
 - 2. Conform to a plan for the neighborhood approved or adopted by the commission to meet a particular traffic, circulation or topographic condition.
- C. Arterial Or Major Collector Streets: Where a subdivision abuts or contains an existing or proposed arterial or major collector street, the commission may require frontage streets, backage streets or similar treatment necessary for adequate protection of residential properties and control of access.
- D. Railroad Or Limited Access Highway Right Of Way: Where a subdivision borders on or contains a railroad right of way or limited access highway right of way, the commission may require a street approximately parallel to and on each side of such right of way, at a distance suitable for the appropriate use of the intervening land.
- E. Reserve Strips: Reserve strips controlling access to streets shall be prohibited, except where their control is placed in the county under conditions approved by the commission.
- F. Street Layout: Street layout shall provide for reasonable development of adjoining areas and the entire neighborhood, and shall provide for the following:
 - 1. Adequate access within a public right of way to adjoining lands when there may be future development.
 - 2. Streets intersecting at right angles, or as nearly as possible, to meet the requirements of the county road standards.
 - 3. Half streets shall be prohibited, except where essential to the reasonable development of the subdivision in conformity with the other requirements of this title, and where the planning commission finds it will be practicable to require the dedication of the other half when the adjoining property is subdivided. In all other instances where a half street is adjacent to an undeveloped tract, the other half of the street shall be platted within such tract.
 - 4. No street names shall be used which will duplicate or may be confused with the names of existing streets in any city or in the county area. Street names shall be subject to the approval of the commission.
 - 5. If street trees are to be installed, the minimum standard shall be forty feet (40') to sixty feet (60') apart. No shrubbery, fencing, or other obstruction exceeding three feet (3') in height will be allowed within a forty foot (40') sight distance triangle at the street corner, except for traffic control signs and street lighting, unless specifically authorized by the board.

6. Cul-de-sac streets, designed to be so permanently, shall not be longer than nine hundred feet (900') unless specifically approved by the commission and board and shall be provided with a turnaround with a right of way radius of at least sixty feet (60').
- G. Property Lines: Property lines at street intersections shall be chamfered at approximately a forty five degree (45o) angle with a minimum chamfer leg of twenty feet (20') or rounded with a minimum radius of twenty feet (20'). A greater radius or chamfer leg length may be required for collector streets or where the commission deems it desirable, or upon recommendations by the county engineer.
- H. Street Jogs: Street jogs with centerline offsets of less than one hundred twenty five feet (125') should be avoided.
- I. Driveways: Driveways on local streets should be offset a minimum distance of fifty feet (50') from intersections with collector or external streets.

10-4-6: EASEMENTS:

- A. Utility Easements: There shall be provided easements for the utilities upon and across the front of lots of a width of a minimum of twelve feet (12') (except for entrance service) or as and where considered necessary by the commission.
- B. Stormwater Easement Or Drainage Right Of Way: Where a subdivision is crossed or bounded by a watercourse, drainageway, channel, irrigation ditch, or stream there shall be provided a stormwater easement or drainage right of way conforming substantially with the lines of such watercourse, and such further width or construction, or both, as will be adequate for the purpose.
- C. Drainage: Provisions for adequate drainage shall be made by the subdivider as prescribed by the county engineer in accordance with the manual containing the drainage standards and specifications as adopted by Valley County.
- D. Existing Easements: All existing easements must be shown on the subdivision plat.

10-5-1: STREET AND UTILITY IMPROVEMENTS:

- A. Installation Required: Public street, utility, conduit for fiber optics, and other off site improvements, as hereinafter listed, shall be installed in each new subdivision at the subdivider's expense or at the expense of the party agreeing to install the same, in accordance with the minimum standards set forth below prior to the acceptance of any final plat for recordation, except as provided in subsections C and D of this section. A right of way permit will be required (see section 5-7-2 of this code).
- B. Acceptance By County: The county shall not accept the dedication of any public rights of way and any easements shown on the plat, together with appurtenant facilities lying therein which the county would have a duty to maintain after dedication, which are not improved, or construction thereof guaranteed in accordance with the provisions of this title or with the policies, standards, designs and specifications set forth in the road and street specifications adopted by Valley County. The Valley County Board of Commissioners have the sole discretion to set the level of service for any public road; the level of service can be changed. All plats shall contain in their notes this statement: "The Valley County Board of Commissioners have the sole discretion to set the level of service for any public road; the level of service can be changed."

Dedication of public rights-of-way does not guarantee that the public road will be maintained by Valley County. Public rights of way are allowed with roads that are maintained by homeowners. Public rights of way shall be provided through properties to adjacent lands for the purpose of circulation, when reasonable.

- C. Private Road Declaration: In the event that private roads, streets and ways are shown on a subdivision plat, the width of the right of way must meet specifications set forth in road and street specifications adopted by the board of county commissioners. A private road declaration shall be recorded and state that the county will have no responsibility for the installation or maintenance of the private roads, shall describe who is responsible for maintenance of the private roads, and describe the construction schedule for the private roads. Construction of private roads shall be the responsibility of the subdivider and shall be constructed to the minimum standards as set forth in the road and street specifications for private roads adopted by the county.

- D. Declaration Of Installation Of Utilities: A declaration of installation of utilities shall also be recorded. The declaration shall describe the utilities that will be placed by the subdivider, verify when the utilities will be installed and state that Valley County will have no responsibility for the installation or maintenance of utilities. If all utilities are not installed prior to recordation of the plat, a note shall be placed on the face of the plat that states: "Utilities have not been installed at the time of recordation of this plat".
- E. Connection To Public Road Required: The county shall not accept any new subdivision unless the streets within the subdivision, whether public or private, are connected directly to an existing public road. In the event the subdivision is not connected to a public road with an approved minimum standard as determined by the Valley County Road Director, then the subdivider shall construct, or guarantee the construction as provided by this title, a connector road to county standards, either private roads or public roads, which shall provide access to the subdivision. All subdivisions shall be required to be accessed by a road system that meets the minimum standard as determined by the Valley County Road Director. When access has historically been provided through the subdivision to other ownerships, the subdivider shall provide for continuation of the public right of way.

10-6-1: STREET DEDICATIONS; GRANT OF RIGHTS OF WAY OR EASEMENTS:

- A. Filing Of Application Required: Any person wishing to dedicate a street, right of way or easement for the benefit of the public within the unincorporated area of Valley County shall complete and file with the administrator an "application for dedication of street, or grant of right of way or easement".
- B. Placement On Commission Agenda: Upon receipt of the completed application and such other information as he may require, the administrator shall place said application on the agenda of the commission to be considered at its next regular meeting. The application shall be subject to the same time limits prescribed for preliminary plat application.
- C. Proposed Dedication Within One Mile Of Incorporated City: Where such proposed dedication lies within one mile of the incorporated limits of any city, village or town, the application shall be submitted to the proper officials of said city, village or town for their review.
- D. Commission Review: The commission shall review the proposed dedication for conformance with the comprehensive plan and neighborhood plan and shall consider its relationship to all existing and proposed streets and other developments.
- E. Improvement Plans: Improvement plans shall be in conformance with Valley County specifications for pedestrian pathways, roads and streets and shall be subject to the approval of the county engineer.
- F. Commission Recommendations: The commission shall make recommendations concerning the application to the board who may accept or reject the proposed dedication and improvements.
- G. Acceptance By Board: When the board accepts a dedication of land, such acceptance shall be noted in the official minute book of the board, and a deed describing and conveying such lands to Valley County for rights of way or other purposes shall be filed with the county recorder by the applicant.

CHAPTER 7 WILDLAND URBAN INTERFACE FIRE PROTECTION PLAN

10-7-2: DEFINITIONS

FORESTED: Idaho Code title 38, chapter 1 (Idaho forestry act) defines "forestland" as meaning "any land which has upon it sufficient brush or flammable forest growth of any kind or size, living or dead, standing or down, including debris or growth following a fire or removal of forest products, to constitute a fire menace to life (including animal) or property".

10-7-4: SUBMISSION REQUIREMENTS:

- A. General: All developers of proposed subdivisions shall provide a wildland urban interface fire protection plan (the plan) for review and approval by the planning and zoning commission with their preliminary plat application or planned unit development submittal. The plan shall be submitted to the

Wildfire Mitigation Director by Planning and Zoning Staff for review and comments to the Planning and Zoning Commission.

- B. Content: The plan shall be based upon a site specific wildfire risk assessment that includes consideration of location, topography, aspect, flammable vegetation, climatic conditions and fire history. The plan shall address water supply, access, fire protection systems and equipment, defensible space, and vegetation management.
1. Preparation: The plan shall be developed by a "professional" (see definition in section 10-7-2 of this chapter). Professionals can be prequalified by the commission and a list will be maintained at the Valley County planning and zoning office.
 3. Submittal, Implementation And Verification:
 - a. The plan shall be submitted with the preliminary plat application to the Valley County planning and zoning office.
 - b. Planned mitigation work must be completed or financially guaranteed prior to the recordation of the final plat. A schedule for the phased completion of mitigation work may be approved in conjunction with recordation of final plats.
 - c. Verification of completed implementation of mitigation actions will be the responsibility of the jurisdictional structural fire district. Where no structural fire district exists, the Valley County sheriff shall appoint a county representative. Each authority will act in conjunction with the Wildfire Mitigation Director.
 4. Exceptions: Proposed administrative plats of less than five (5) lots and proposed subdivisions with lands less than twenty percent (20%) "forested" (see definition in section 10-7-2 of this chapter) are exempt from the professional requirement. For proposed subdivisions fitting these descriptions, the developer may complete the plan (see the fire protection form). The plan for an administrative plat can be approved by the administrator upon receiving an approval letter from the Valley County Wildfire Mitigation director in conjunction with the applicable fire district.
 5. Cost: The cost and implementation of the plan preparation shall be the responsibility of the applicant.
 6. Plan Retention: The approved plan shall be retained at the Valley County planning and zoning office and the jurisdictional fire district or designated agency where no fire district exists.

SUMMARY:

Staff's compatibility rating is a + 24.

The Planning and Zoning Commission should do their own compatibility rating prior to the meeting (form with directions attached). Be prepared to submit your compatibility rating or state which lines on staff's compatibility rating needs to be changed.

STAFF COMMENTS / QUESTIONS:

1. This site is within the McCall Impact Area, the McCall Fire District, and Water District 65K. It is not within an irrigation district nor a herd district.
2. The current land use of the site is residential. The proposed use is also residential. Thus, a land use change is not requested and VCC 7-4-5 does not apply.
3. Mara Hlawatschek, Valley County Wildfire Mitigation Director, has recommended a full Wildland Urban Interface Fire Protection Plan. A variance from this is required.
4. If subdivision is platted, the Board of County Commissioners should consider renaming the existing Stockton Court to reduce confusion between Stockton Drive, Stockton Court, and Stockton Boulevard.
5. This project is in the City of McCall Impact Area where the comprehensive Plan recommends development occur. The road will provide circulation through the county, especially for emergencies.

Question to P&Z Commission:

1. Does this subdivision meet the minimum standards in Title 9, Chapter 5, of the Valley County Code in regards to frontage, lot size, etc.? If not, which ones does it not comply with?
2. Does this subdivision meet the minimum standards in Title 10 of the Valley County Code in regards to the access road, etc.?
3. Are impacts being properly mitigated? If not, which impacts are not mitigated?

Standard of Approval:

1. Will the application result in an increase in value of private property? VCC 9-5-2(B)(3).
2. Will the approval of the application result in an undue adverse impact on the environment? VCC 9-5-2(B)(3).
3. Will the approval of the application result in an undue adverse impact on adjoining properties? VCC 9-5-2(B)(3).
4. Will the approval of the application result in an undue adverse impact on governmental services? VCC 9-5-2(B)(3).
5. Is the application consistent with the Valley County Comprehensive Plan? VCC 9-5-2(B)(3).
6. Conditional uses may be approved only after a C.U.P. has been evaluated to determine that the impacts can be mitigated through conformance with conditions of approval. VCC 9-5-2(A).

These six standards should be a significant focus of attention during the public hearing and deliberations because they need to be resolved in order to justify approval. VCC 9-5-1(C) directs the decision-making body to encourage conditional uses where noncompatible aspects of the application can be satisfactorily mitigated through development agreements for the costs to service providers and impacts to surrounding land uses. Because mitigation measures are a requirement of approval the applicant needs to understand that he/she will be required to perform some off-site improvements. They are not mandatory but without them the application cannot satisfy the mitigation of impacts requirement and would be denied under the ordinance.

ATTACHMENTS:

- Proposed Conditions of Approval
- Blank Compatibility Evaluation and Instructions
- Compatibility Evaluation by Staff
- Location Map
- Aerial Map
- Image from Google Maps
- Photos taken April 21, 2026, and April 22, 2026
- Assessor Plat – T.18N R.3E Section 15
- Record of Survey 14-212
- City of McCall Zoning Map, February 2026
- Preliminary Plat
- Responses
- Standard Final Plat Notes and Standard Recommended CCRs

Proposed Conditions of Approval

1. The application, the staff report, and the provisions of the Land Use and Development Ordinance are all made a part of this permit as if written in full herein. Any violation of any portion of the permit will be subject to enforcement and penalties in accordance with Title 9-2-5; and, may include revocation or suspension of the conditional use permit.
2. Any change in the nature or scope of land use activities shall require an additional Conditional Use Permit.
3. The issuance of this permit and these conditions will not relieve the applicant from complying with applicable County, State, or Federal laws or regulations or be construed as permission to operate in violation of any statute or regulations. Violation of these laws, regulations or rules may be grounds for revocation of the Conditional Use Permit or grounds for suspension of the Conditional Use Permit.
4. A Development Agreement may be required for mitigation of off-site impacts. The applicant shall work with the Valley County Road Director and Planning and Zoning Director on an agreement for off-site infrastructure improvements that will be approved by the Board of County Commissioners.
5. Must have an approved storm water management plan and site grading plan approved by the Valley County Engineer prior to any work being done on-site.
6. The final plat shall be recorded within two years, or this permit will be null and void.
7. Sanitary Restrictions must be removed by Central District Health prior to recording the final plat when individual lots are proposed.
8. A letter of approval is required from McCall Fire District.
9. Consider this approval of a variance from the requirement of a full-blown Wildland Urban Interface Fire Protection Plan.
10. Fertilizer on lawns shall be wildlife friendly and not contribute to degradation of water quality.
11. Shall place addressing numbers at the residence and at the driveway entrance if house numbers are not visible from the road. Said numbers shall contrast with their background and be at least three and one-half inches (3 ½-in) height.
12. Standard Plat Notes shall be included on the final plat.
13. CCR's, if recorded, shall include Standard Conditions of Approval for CCRs.

END OF STAFF REPORT

Compatibility Questions and Evaluation

Matrix Line # / Use: _____

Prepared by: _____

YES/NO X Response Value

Use Matrix Values:

(+2/-2) _____ X 4 _____

1. Is the proposed use compatible with the dominant adjacent land use?

(+2/-2) _____ X 2 _____

2. Is the proposed use compatible with the other adjacent land uses (total and average)?

(+2/-2) _____ X 1 _____

3. Is the proposed use generally compatible with the overall land use in the local vicinity?

Site Specific Evaluation (Impacts and Proposed Mitigation)

(+2/-2) _____ X 3 _____

4. Is the property large enough, does the existence of wooded area, or does the lay of the land help to minimize any potential impacts the proposed use may have on adjacent uses?

(+2/-2) _____ X 1 _____

5. Is the size or scale of proposed lots and/or structures similar to adjacent ones?

(+2/-2) _____ X 2 _____

6. Is the traffic volume and character to be generated by the proposed use similar to the uses on properties that will be affected by proximity to parking lots, on-site roads, or access roads?

(+2/-2) _____ X 2 _____

7. Is the potential impact on adjacent properties due to the consuming or emission of any resource or substance compatible with that of existing uses?

(+2/-2) _____ X 2 _____

8. Is the proposed use compatible with the abilities of public agencies to provide service or of public facilities to accommodate the proposed use demands on utilities, fire and police protection, schools, roads, traffic control, parks, and open areas?

(+2/-2) _____ X 2 _____

9. Is the proposed use cost effective when comparing the cost for providing public services and improving public facilities to the increases in public revenue from the improved property?

Sub-Total (+) _____

Sub-Total (-) _____

Total Score _____

The resulting values for each questions shall be totaled so that each land use and development proposal receives a single final score.

9-11-1: APPENDIX A, COMPATIBILITY EVALUATION:

- A. General: One of the primary functions of traditional zoning is to classify land uses so that those which are not fully compatible or congruous can be geographically separated from each other. The county has opted to substitute traditional zoning with a multiple use concept in which there is no separation of land uses. Proposed incompatible uses may adversely affect existing uses, people, or lands in numerous ways: noise, odors, creation of hazards, view, water contamination, loss of needed or desired resources, property values, or infringe on a desired lifestyle. To ensure that the county can continue to grow and develop without causing such land use problems and conflicts, a mechanism designed to identify and discourage land use proposals which will be incompatible at particular locations has been devised. The compatibility evaluation of all conditional uses also provides for evaluations in a manner which is both systematic and consistent.
- B. Purpose; Use:
1. The compatibility rating is to be used as a tool to assist in the determination of compatibility. The compatibility rating is not the sole deciding factor in the approval or denial of any application.
 2. Staff prepares a preliminary compatibility rating for conditional use permits, except for conditional use permits for PUDs. The commission reviews the compatibility rating and may change any value.
- C. General Evaluation: Completing the compatibility questions and evaluation (form):
1. All evaluations shall be made as objectively as possible by assignment of points for each of a series of questions. Points shall be assigned as follows:
 - Plus 2 - assigned for full compatibility (adjacency encouraged).
 - Plus 1 - assigned for partial compatibility (adjacency not necessarily encouraged).
 - 0 - assigned if not applicable or neutral.
 - Minus 1 - assigned for minimal compatibility (adjacency not discouraged).
 - Minus 2 - assigned for no compatibility (adjacency not acceptable).
 2. Each response value shall be multiplied by some number, which indicates how important that particular response is relative to all the others. Multipliers shall be any of the following:
 - x4 - indicates major relative importance.
 - x3 - indicates above average relative importance.
 - x2 - indicates below average relative importance.
 - x1 - indicates minor relative importance.
- D. Matrix - Questions 1 Through 3: The following matrix shall be utilized, wherever practical, to determine response values for questions one through three (3). Uses classified and listed in the left hand column and across the top of the matrix represent possible proposed, adjacent, or vicinity land uses. Each box indicates the extent of compatibility between any two (2) intersecting uses. These numbers should not be changed from proposal to proposal, except where distinctive uses arise which may present unique compatibility considerations. The commission shall determine whether or not there is a unique consideration.
- E. Terms:
- DOMINANT ADJACENT LAND USE:** Any use which is within three hundred feet (300') of the use boundary being proposed; and
1. Comprises at least one-half (1/2) of the adjacent uses and one-fourth (1/4) of the total adjacent area; or
 2. Where two (2) or more uses compete equally in number and are more frequent than all the other uses, the one with the greatest amount of acreage is the dominant land use; or
 3. In all other situations, no dominant land use exists. When this occurs, the response value shall be zero.
- LOCAL VICINITY:** Land uses within a one to three (3) mile radius. The various uses therein should be identified and averaged to determine the overall use of the land.
- F. Questions 4 Through 9:
1. In determining the response values for questions 4 through 9, the evaluators shall consider the information contained in the application, the goals and objectives of the comprehensive plan, the provisions of this title and related ordinances, information gained from an actual inspection of the site, and information gathered by the staff.
 2. The evaluator or commission shall also consider proposed mitigation of the determined impacts. Adequacy of the mitigation will be a factor.

APPENDIX A

MATRIX FOR RATING
QUESTIONS 1, 2, and 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
RESIDENTIAL USES	1. AGRICULTURAL	+2	-1	-2	-2	-2	-2	+1	+1	+1	+1	+2	+1	+1	-1	-1	-1	-2	-1	-2	+1	+2	+2
	2. RESIDENCE, S.F.	+2	+2	+1	+1	+1	+1	+1	+1	-1	+2	+1	-2	+1	-1	+1	+1	+1	-1	+1	+1	-2	-2
	3. SUBDIVISION, S.F.	-1	+2	+1	+1	+1	+1	+1	+1	-1	+2	+1	-2	+1	-1	+1	+2	+1	-1	+2	+1	-2	-2
	4. M.H. or R.V. PARK	-2	+1	+1	+1	+1	+1	+1	+1	+1	+2	+1	-2	+1	-1	+1	+1	+1	-1	+1	+1	-2	-2
	5. RESIDENCE, M.F.	-2	+1	+1	+1	+2	+2	+2	+1	+1	-1	+2	+1	-2	+1	-1	+1	+1	-1	+1	+1	-2	-2
	6. SUBDIVISION, M.F.	-2	+1	+1	+1	+2	+2	+2	+1	+1	-1	+2	+1	-2	+1	-1	+1	+1	-1	+1	+1	-2	-2
	7. P.U.D., RES.	-2	+1	+1	+1	+2	+2	+2	+1	+1	-1	+2	+1	-2	+1	-1	+1	+1	-1	+1	+1	-2	-2
CIVIC or COMMUNITY SERVICE USES	8. REL, EDUC & REHAB	+1	+2	+1	+1	+1	+1	+1	+1	+1	-1	+2	-2	-1	-1	+2	+2	+1	+1	-1	+1	-2	-1
	9. FRAT or GOVT	+1	+1	+1	+1	+1	+1	+1	+1	+1	-1	+2	-2	-1	-1	+1	+1	+1	+1	+1	+1	-2	-2
	10. PUBLIC UTIL. (1A-3.1)	+1	-1	-1	-1	-1	-1	-1	+1	+1	+1	+1	-1	+1	+1	+1	+1	-1	+1	+1	+1	+2	+2
	11. PUBLIC REC	+1	+2	+2	+2	+2	+2	+2	-1	-1	+1	+2	-1	+1	+1	+1	+2	+1	+1	+1	+1	-1	+1
	12. CEMETERY	+2	+1	+1	+1	+1	+1	+1	+2	+2	+2	+2	+1	+1	+1	+1	+1	+1	+1	+1	+1	+2	+1
	13. LANDFILL or SWR PLANT	+1	-2	-2	-2	-2	-2	-2	-2	-2	-1	-1	+1	-1	-1	-1	-2	-2	-2	-2	-1	+2	+2
COMMERCIAL USES	14. PRIV. REC. (PER)	+1	+1	+1	+1	+1	+1	-1	-1	+1	+1	-1	+1	+1	+1	+1	+1	+2	+1	+2	+2	-1	+1
	15. PRIV. REC. (CON)	-1	-1	-1	-1	-1	-1	-1	-1	-1	+1	+1	-1	+1	+1	-2	-2	-2	-1	-2	+2	-1	+1
	16. NEIGHBORHOOD BUS.	-1	+1	+1	+1	+1	+1	+1	+2	+1	+1	+1	-2	+1	-2	+1	+1	+2	+2	+1	+2	-1	-1
	17. RESIDENCE BUS.	+2	+2	+1	+1	+1	+1	+1	+2	+1	-1	+2	-2	+1	-2	+1	+1	+1	+1	-1	+1	-2	-2
	18. SERV. BUS.	-1	+1	+1	+1	+1	+1	+1	+1	+1	+1	+1	+2	+2	+2	+2	+2	+1	+2	+2	+2	+1	+1
	19. AREA BUS.	-2	-1	-1	-1	-1	-1	-1	+1	+1	+1	+1	-2	+1	-2	+1	+2	+2	+2	+1	+1	+2	-2
INDUST. USES	20. REC. BUS.	-2	+2	+1	+1	+1	+1	-1	-1	+1	+1	-1	+1	+2	+2	+1	+1	+2	+1	+2	+2	-2	+1
	21. LIGHT IND.	+1	+1	+1	+1	+1	+1	+1	+1	+1	+1	+2	+2	+2	+2	+2	+2	+2	+2	+2	+2	+1	+1
	22. HEAVY IND.	+2	-2	-2	-2	-2	-2	-2	-2	-2	-1	+1	+2	-1	-1	-1	-1	-2	-1	-2	-2	+1	+2
	23. EXTR. IND.	+2	-2	-2	-2	-2	-2	-2	-1	-2	+2	+1	+2	-1	+1	+1	-1	-1	-2	-1	-2	+1	+2

RATE THE SOLID SQUARES AS +2

Compatibility Questions and Evaluation

Matrix Line # / Use: #3 S.F. Subdivision Prepared by: CH

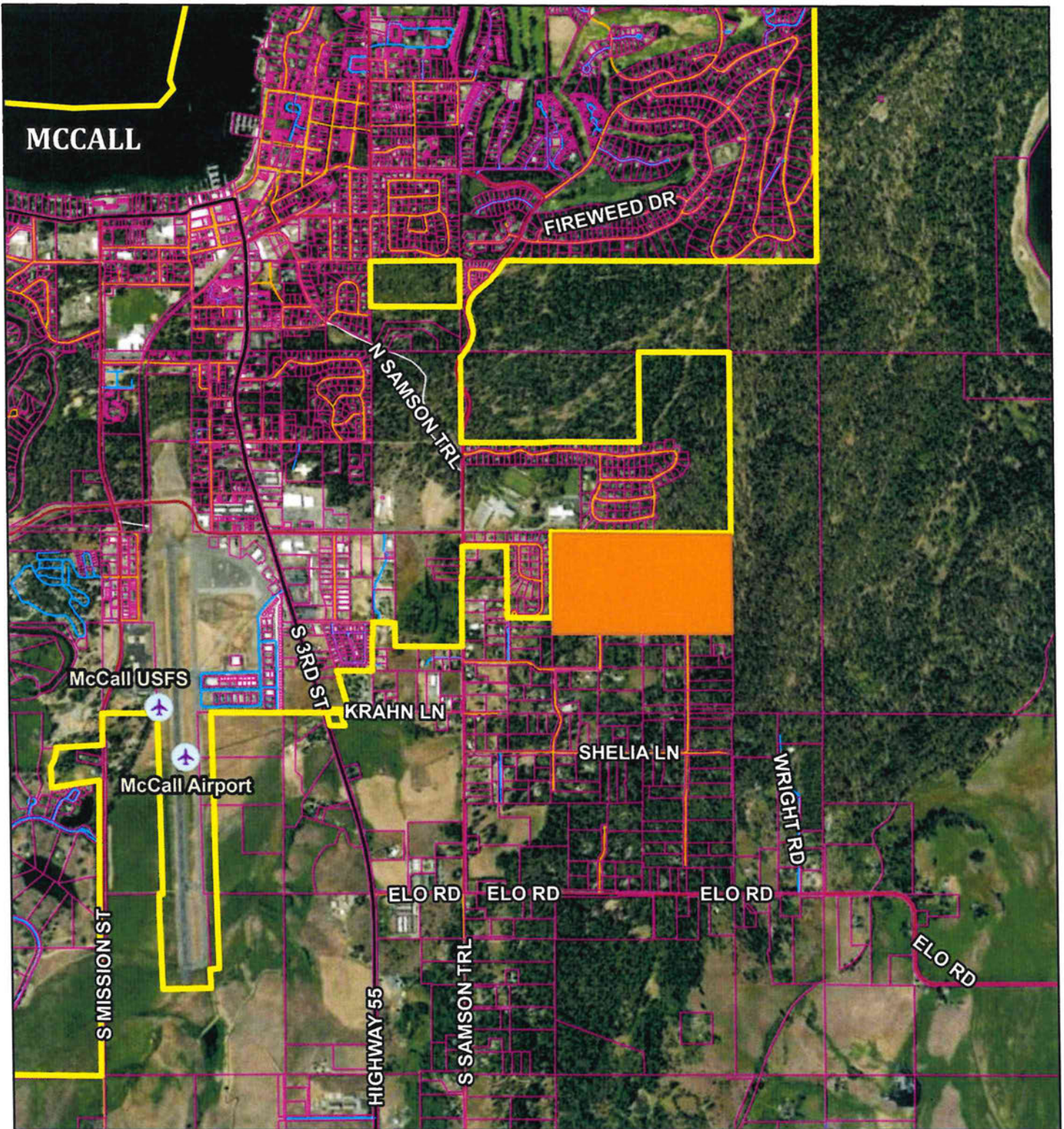
YES/NO	X	Response Value
(+2/-2)	<u>+2</u>	4 <u>+8</u>
(+2/-2)	<u>-1</u>	2 <u>-2</u>
(+2/-2)	<u>+2</u>	1 <u>+2</u>
(+2/-2)	<u>+2</u>	3 <u>+6</u>
(+2/-2)	<u>+2</u>	1 <u>+2</u>
(+2/-2)	<u>+1</u>	2 <u>+2</u>
(+2/-2)	<u>-1</u>	2 <u>-2</u>
(+2/-2)	<u>+2</u>	2 <u>+4</u>
(+2/-2)	<u>+2</u>	2 <u>+4</u>
Sub-Total	(+)	<u>28</u>
Sub-Total	(-)	<u>4</u>
Total Score		<u>+24</u>

Use Matrix Values:

1. Is the proposed use compatible with the dominant adjacent land use?
S.F. Residential Subdivision
2. Is the proposed use compatible with the other adjacent land uses (total and average)?
Ag - open space
3. Is the proposed use generally compatible with the overall land use in the local vicinity?
See 1 and School - adjacent to city
Site Specific Evaluation (Impacts and Proposed Mitigation)
4. Is the property large enough, does the existence of wooded area, or does the lay of the land help to minimize any potential impacts the proposed use may have on adjacent uses?
It is wooded and relatively flat. It is large
5. Is the size or scale of proposed lots and/or structures similar to adjacent ones?
No. They are much larger
6. Is the traffic volume and character to be generated by the proposed use similar to the uses on properties that will be affected by proximity to parking lots, on-site roads, or access roads?
Similar in use, but will cause more vehicle trips
7. Is the potential impact on adjacent properties due to the consuming or emission of any resource or substance compatible with that of existing uses?
Dust from road
8. Is the proposed use compatible with the abilities of public agencies to provide service or of public facilities to accommodate the proposed use demands on utilities, fire and police protection, schools, roads, traffic control, parks, and open areas?
Will provide much needed connectivity
9. Is the proposed use cost effective when comparing the cost for providing public services and improving public facilities to the increases in public revenue from the improved property?
Yes












The resulting values for each questions shall be totaled so that each land use and development proposal receives a single final score.

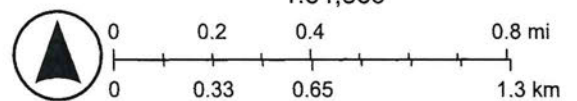
SUB 25-005 Location Map



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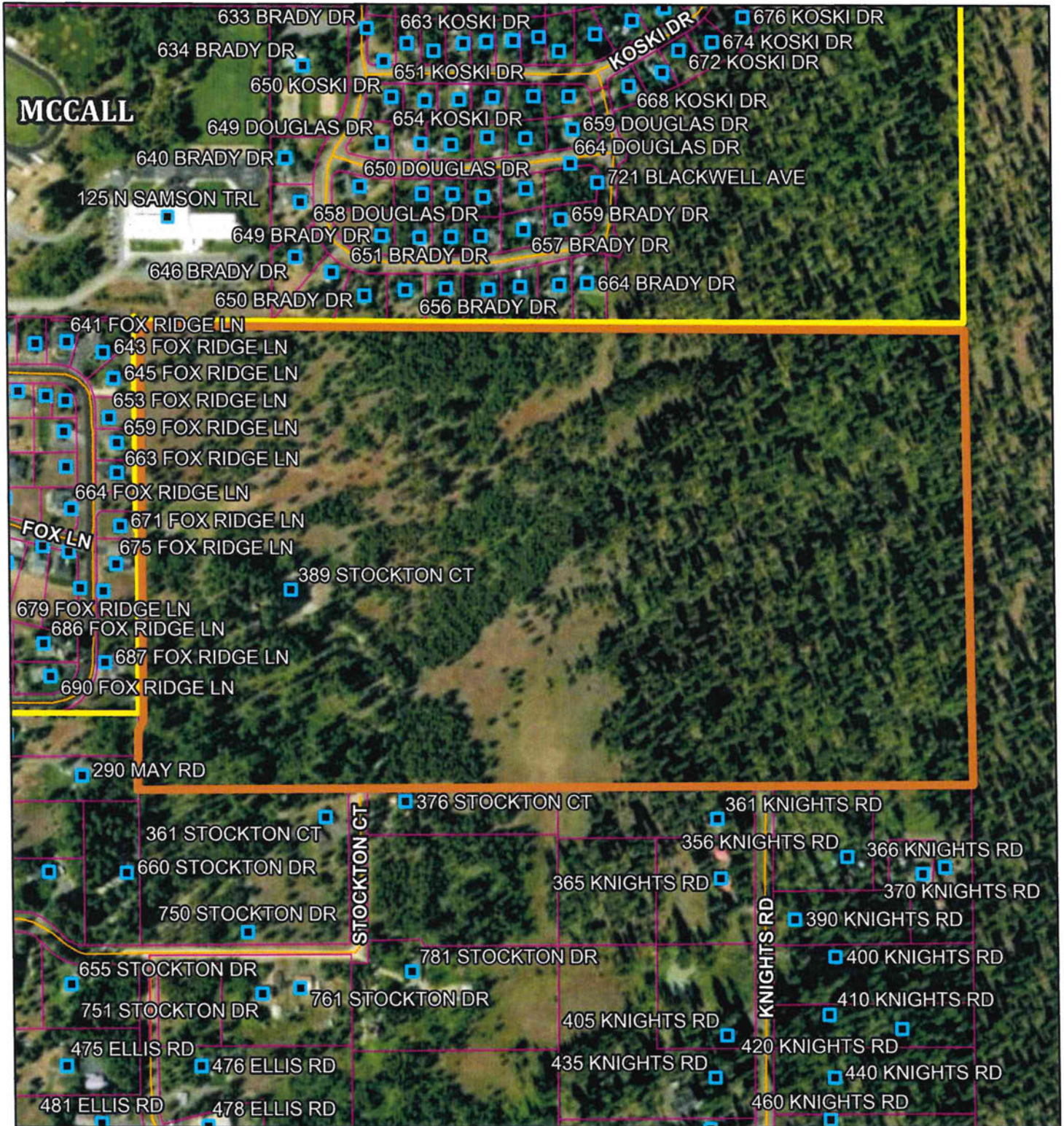
1:34,839

-  Airstrips
-  Municipal Boundaries
-  Parcel Boundaries
- Roads
 -  MAJOR
 -  MINOR COLLECTOR
 -  COLLECTOR
 -  URBAN/RURAL
 -  USFS
 -  PRIVATE
 -  OTHER
 -  Other







Earthstar Geographics





SUB 25-005 Aerial Map







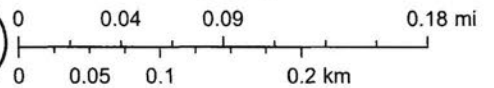
2/27/2026, 3:09:06 PM

1:7,525

-  Airstrips
-  Address Points
-  Municipal Boundaries
-  Parcel Boundaries

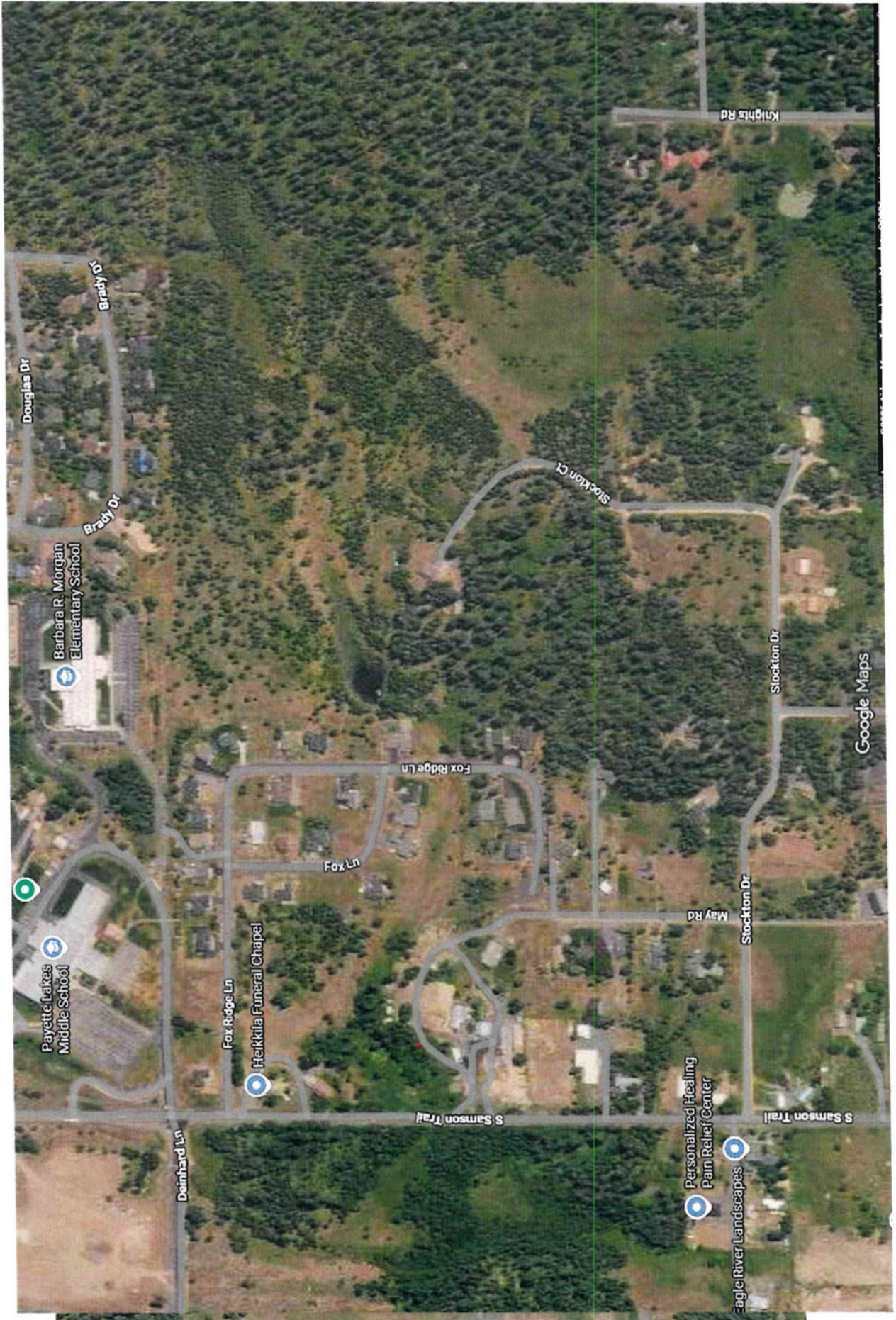
- Roads
-  MAJOR
 -  MINOR COLLECTOR
 -  COLLECTOR
 -  URBAN/RURAL

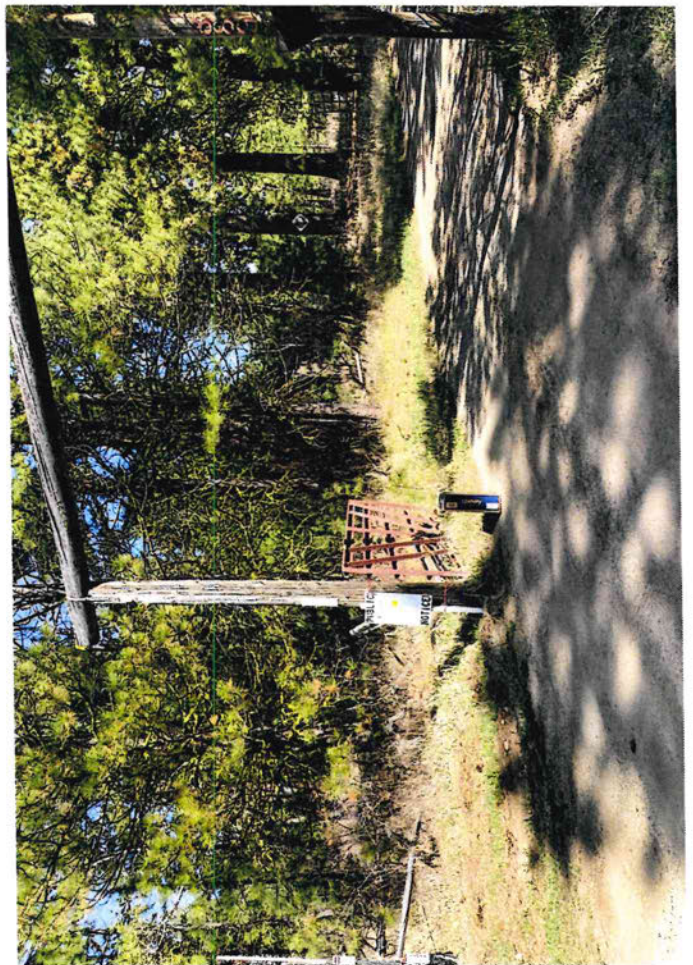
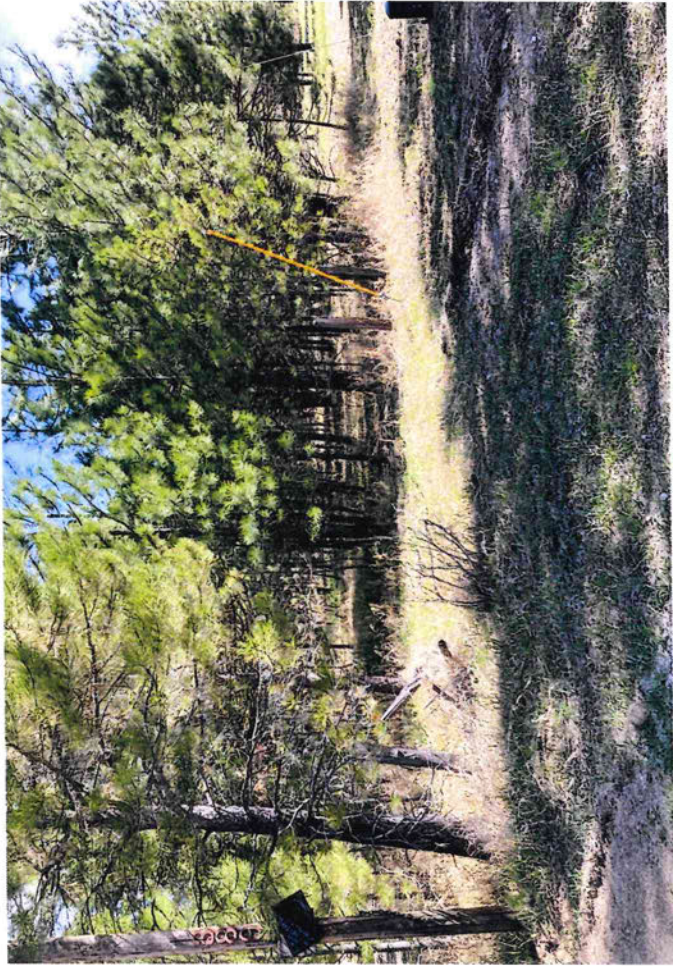
-  USFS
-  PRIVATE
-  OTHER
-  Other



Vantor

Google Maps – Aerial View




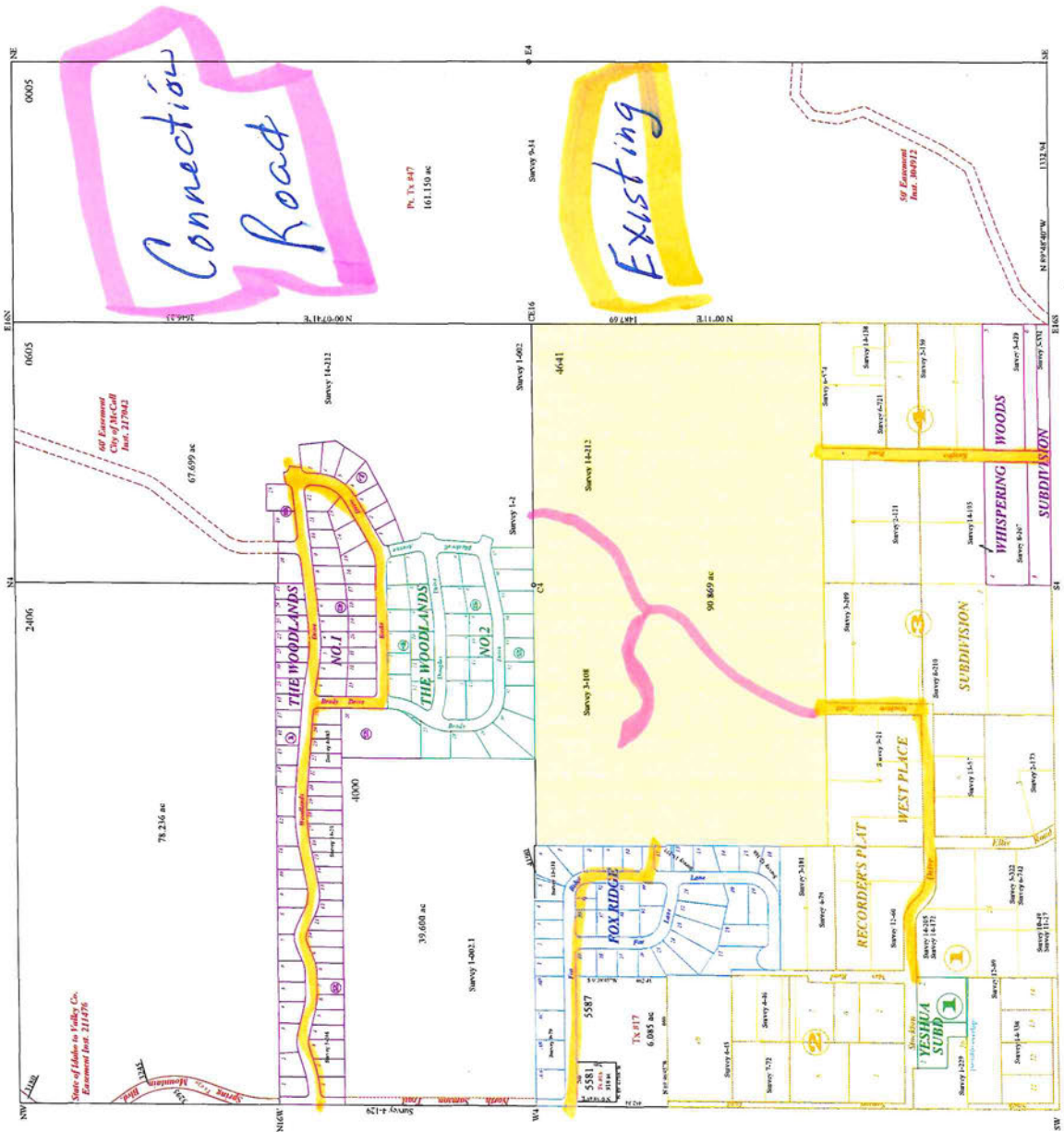


PLAT TITLE

T W P . 1 8 N R O 3 E S E C . 1 5

VALLEY COUNTY
Cartography Dept.
Assessor's Office
Cascade, ID 83611

Filename:
Valley County Base Map
Scale: 
Date: 9/10/2025
Drawn by: L. Frederick



This Drawing is to be Used for Reference Purposes ONLY. The County is NOT Responsible for any Inaccuracies or Omissions Herein.



City of McCall Official Zoning Map

Printed in Feb. 2026



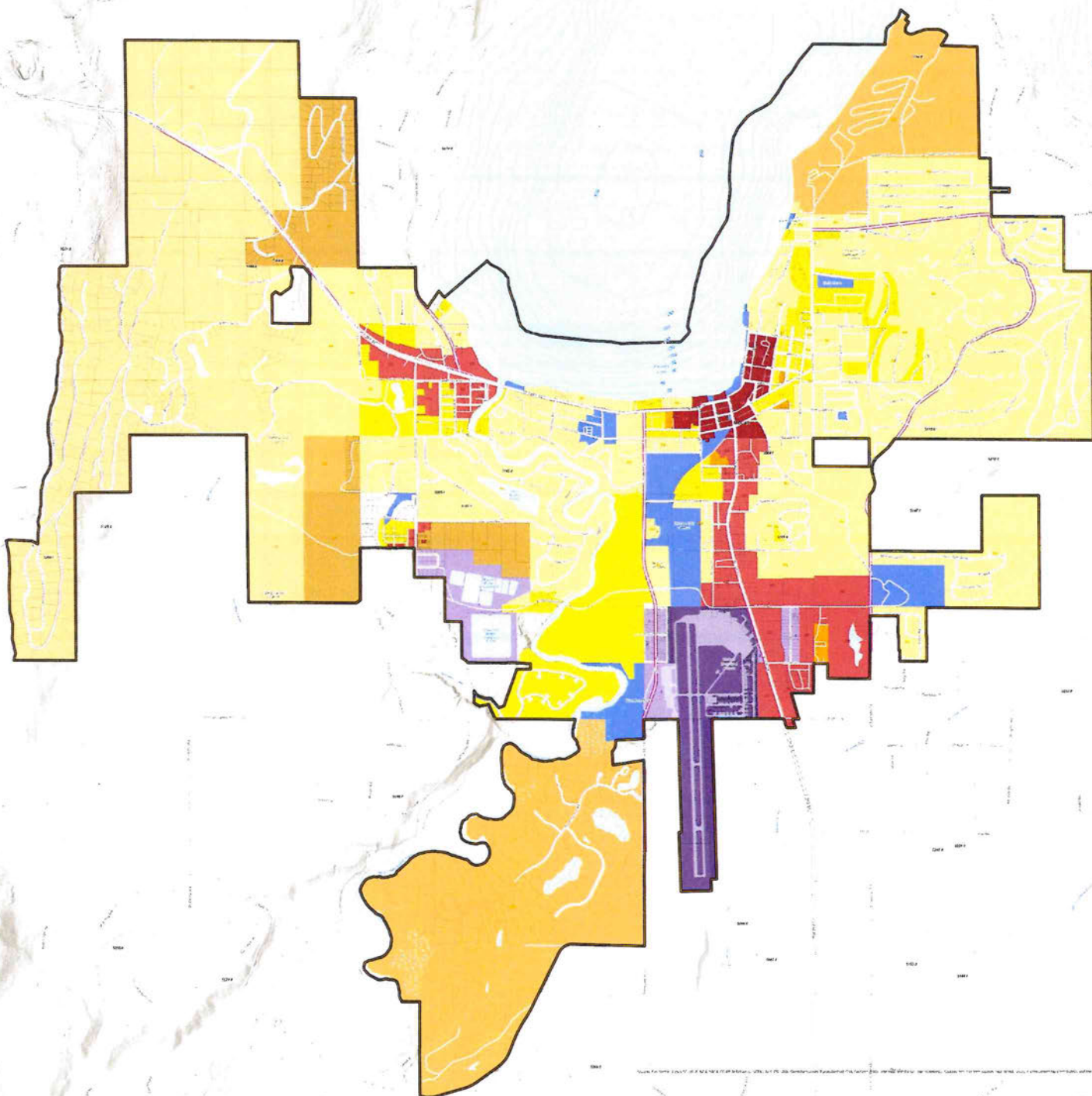
This map is to be used only for reference purposes;
The City of McCall is not responsible for any inaccuracies herein contained.
Please contact the Department for Community and Economic Development for confirmation on zoning designations.



Parcels ■ McCall City Limits — Scenic Routes

Zoning

- AP Airport
- CB Central Business District
- CC Community Commercial
- CV Civic
- I Industrial
- R1 Residential: maximum density of one dwelling unit per one (1) acre
- R16 High Density Residential: maximum density of sixteen (16) dwelling units per acre
- R4 Low Density Residential: maximum density of four (4) dwelling units per acre
- R8 Medium Density Residential: maximum density of eight (8) dwelling units per acre
- RE Rural Residential Estates: maximum density of one dwelling unit per five (5) acres
- RR Rural Residential: maximum density of one dwelling unit per ten (10) acres



RE: Public comment for SUB 26-005

From Craig Groves <rcgroves@parkpointe.com>
Date Wed 5/6/2026 7:30 AM
To Cynda Herrick <cherrick@valleycountyid.gov>
Cc gtankersley <gtankersley@crestline-eng.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Cynda,

We have completed 3 TIS over the last 5 years. The last TIS was completed in September of 2025 based on developing the entire 158 acres containing approximately 492 homes. We had a final scoping meeting yesterday with the City of McCall, their 2nd consultant over the last 5 years for traffic, our traffic engineer, Gregg and me. This revised TIS focuses on 176 units on the 68 acres located in the City of McCall. In the scoping meeting we determined in our final updated report we will address the Stockton 90 secondary access allocating 10% of the traffic generated to exit out Stockton Court, we will get current traffic counts at the following intersections:

1. Hwy 55 and Deinhard
2. Deinhard and Samson Trail
3. Woodlands Drive and Samson Trail
4. Woodlands Drive and Brady
5. Samson Trail and Stockton Drive

The city wants counts based on the following times:

1. Weekday morning and afternoon
2. Friday morning and afternoon

With any luck these counts will take place tomorrow and Friday.

When Gregg and I discussed this project with Kerstin, the consensus was since we are only creating (4) development parcel and improving overall access the need for a TIS associated with the 90 acres was not warranted. We all acknowledged any future subdivision of 1 or more of the development parcel would require a TIS.

I hope the staff can reflect this conversation.

Craig

From: Cynda Herrick <cherrick@valleycountyid.gov>
Sent: Wednesday, May 6, 2026 7:13 AM
To: Craig Groves <rcgroves@parkpointe.com>
Subject: Fw: Public comment for SUB 26-005

Valley County Road and Bridge

PO Box 672 • 520 South Front Street
Cascade, ID 83611-1350



Phone (208) 382-7195
roaddept@valleycountyid.gov

Thursday, April 2, 2026

Craig Groves rcgroves@parkpointe.com
Ben Groves [REDACTED]
Gregg Tankersley gtankersley@crestline-eng.com
Crestline Engineering
PO Box 2330
McCall, Idaho 83638
Cc: Planning & Zoning Administrator
Cynda Herrick cherrick@valleycountyid.gov
McCall Fire ryan@mccallfire.com

**RE: SUB 26-005 Pine Creek Ranch South - Road Dept. Memo
[P&Z Application Meeting Date 5-14-2026]**

Dear Mr. Groves & Crestline Engineering:

Thank you for completing early coordination with the Road and Bridge Department by submitting your concept plan for review. At this time, based on the applicable codes and adopted planning documents, there are no provisions in place that would discourage addition of 'emergency access' roadway connections through the subject parcels, assuming all roadways are constructed to Valley County and McCall Fire standards.

Thank you for providing documentation of initial McCall Fire review completed on November 14, 2025, confirming intent to construct and maintain access to meet McCall Fire standards.

Additionally, the proposed connections will provide essential secondary emergency access to areas that are currently difficult or impossible for emergency services to reach, thereby improving overall public safety.

Pending P&Z recommendation, and Board of County Commissioner decision, it is anticipated that engineering plans for any right-of-way will be required for Road Department review as well as a maintenance or development agreement terms defining right-of-way maintenance procedures.

We look forward to working with you as the project progresses.

Thank you,

Kerstin Dettrich

Kerstin Dettrich
Valley County Road & Bridge Director

From: Laurie Frederick <lfr frederick@valleycountyid.gov>
Sent: Monday, March 2, 2026 3:30 PM
To: Megan Myers <mmyers@valleycountyid.gov>; Lori Hunter <lhunter@valleycountyid.gov>; Kathy Riffie <kriffie@valleycountyid.gov>
Subject: Re: Proposed Road Names - Pine Creek Ranch South Subdivision

Hello all,
We agree with Megan regarding these proposed road names.
Thank you,

Please be aware that our county email format has changed to @valleycountyid.gov. see below

Laurie Frederick
Cadastral Specialist III
Valley County Cartography Dept.
lfr frederick@valleycountyid.gov
208-382-7127
Service
Transparent
Accountable
Responsive

From: Megan Myers <mmyers@valleycountyid.gov>
Sent: Friday, February 27, 2026 4:20 PM
To: Lori Hunter <lhunter@valleycountyid.gov>; Laurie Frederick <lfr frederick@valleycountyid.gov>; Kathy Riffie <kriffie@valleycountyid.gov>
Subject: Re: Proposed Road Names - Pine Creek Ranch South Subdivision

We already have Stockton Dr and Stockton Ct in that same area. I'm not a huge fan of adding a Stockton Blvd as well. If we do stick with Stockton Blvd we would need to make sure the addressing is different than Stockton DR (600-700 range I believe) and Stockton Ct (300 range).

I'm ok with Pine Creek Dr since it is in a completely different area. We also have very few calls with Pine Creek Rd.

Megan Myers
Communications Supervisor
Valley County Sheriff's Office
208-382-5160

From: Lori Hunter <lhunter@valleycountyid.gov>
Sent: Friday, February 27, 2026 3:56 PM
To: Megan Myers <mmyers@valleycountyid.gov>; Laurie Frederick <lfr frederick@valleycountyid.gov>; Kathy Riffie <kriffie@valleycountyid.gov>
Subject: Proposed Road Names - Pine Creek Ranch South Subdivision

2 new public road names are proposed for SUB 26-005 Pine Creek Ranch South. See attached PROPOSED preliminary plat that would be located just outside McCall City limits. Your thoughts?

- Stockton BLVD
- Pine Creek Drive - We already have a Pine Creek Road - USFS 601

Lori Hunter
Valley County Planning & Zoning Planner II
208-382-7115
700 South Main Street • P.O. Box 1350
Cascade, ID 83611

From: Emily Hart <ehart@mccall.id.us>

Sent: Wednesday, March 11, 2026 1:33 PM

To: Lori Hunter <lhunter@valleycountyid.gov>; Michelle Groenevelt <mgroenevelt@mccall.id.us>; BessieJo Wagner <bwagner@mccall.id.us>; Rachel Santiago-Govier <rsantiago-govier@mccall.id.us>; Meredith Todd <mtodd@mccall.id.us>; Yoram Terleth <yterleth@mccallidus.onmicrosoft.com>

Subject: RE: VC PZ Commission - April 9, 2026

Lori,

SUB 26-004 Orange Sky Subdivision: 651 Stockton Dr. is 4000' from Runway 16/34. In the Horizontal Surface. Recommend pre-screening for required FAA 7460-1 submission <https://oeaaa.faa.gov/oeaaa/oe3a/main/#/noticePrescreen> for both proposed lots/building envelopes and notice of proximity to McCall Municipal Airport.

SUB 26-005 Pine Creek Ranch South Subdivision: 389 Stockton Ct is 1.16 miles from end of Rwy 16. East edge of proposed development 1.4 miles from end of Rwy 16. Development Parcels 1, 2, 3 and 4 all in Horizontal Surface. Recommend pre-screening required FAA 7460-1 submission <https://oeaaa.faa.gov/oeaaa/oe3a/main/#/noticePrescreen> for both proposed lots/building envelopes and notice of proximity to McCall Municipal Airport.

CUP 26-004 Maxton Restoration STR Application: 761 Stockton Dr. is 1.15 miles from Runway 16/34. In Horizontal Surface. No Airport Recommendations at this time.

Best,
Emily

Emily Hart, ACE GA/CM | McCall Airport Manager
336 Deinhard Lane Hangar 100 | McCall, ID 83638
Direct: 208.634.8965 | Cell: 208.630.3441
www.mccall.id.us/airport

Valley County Wildfire Mitigation

P.O. Box 1350 • 219 N. Main Street
Cascade, Idaho 83611-1350



Phone (208) 382-7145 x 1404
Cell (208) 817-1103

MARA HLAWATSCHEK

Program Director

mhlawatschek@valleycountyid.gov

March 11th, 2026

To whom it may concern,

Thank you for your recent communication regarding the Wildland Urban Interface (WUI) Subdivision Fire Protection Plan requirement for the proposed development.

Because the project is located within the Wildland Urban Interface and the surrounding vegetation meets the definition of "forested" as defined in Valley County Code Section 10-7-2, the development does not qualify for the exemption outlined in the code. As a result, a WUI Subdivision Fire Protection Plan is required as part of the subdivision review process.

Valley County Code provides a limited exception only under the following circumstances:

Exceptions: Proposed administrative plats of less than five (5) lots and proposed subdivisions with lands less than twenty percent (20%) "forested" (see definition in Section 10-7-2 of this chapter) are exempt from the descriptions. The developer shall complete the plan (see the fire protection form). The plan for an administrative plat can be approved by the administrator upon receiving an approval letter from the Valley County Wildfire Mitigation Director in conjunction with the applicable fire district.

Based on our review, the proposed development exceeds the 20% forested threshold, which triggers the requirement for a Wildland Urban Interface Fire Protection Plan. The intent of this requirement is to assess wildfire risk associated with new infrastructure and ensure that appropriate mitigation measures are incorporated into the design of the subdivision. This includes considerations such as access, water supply, defensible space, and vegetation management to reduce wildfire risk to future residents and responding firefighters.

Please submit a completed WUI Fire Protection Plan form for review. Once received, it will be evaluated in coordination with the applicable fire district to ensure the proposed mitigation measures meet Valley County code requirements.

If you have any questions about completing the form or would like to discuss the requirements further, please feel free to reach out.

Mara Hlawatschek

Mara Hlawatschek



Valley County Transmittal
Division of Community and Environmental Health

Return to:

- Cascade
- Donnelly
- McCall
- McCall Impact
- Valley County

Rezone # _____

Conditional Use # _____

Preliminary / Final / Short Plat SUB 26-005 Pine Creek Ranch
South Subdivision

- 1. We have No Objections to this Proposal.
- 2. We recommend Denial of this Proposal.
- 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
- 4. We will require more data concerning soil conditions on this Proposal before we can comment.
- 5. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
 - high seasonal ground water waste flow characteristics
 - bedrock from original grade other _____
- 6. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
- 7. This project shall be reviewed by the Idaho Department of Water Resources concerning well construction and water availability.
- 8. After written approvals from appropriate entities are submitted, we can approve this proposal for:
 - central sewage community sewage system community water well
 - interim sewage central water
 - individual sewage individual water
- 9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
 - central sewage community sewage system community water
 - sewage dry lines central water
- 10. Run-off is not to create a mosquito breeding problem
- 11. This Department would recommend deferral until high seasonal ground water can be determined if other considerations indicate approval.
- 12. If restroom facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
- 13. We will require plans be submitted for a plan review for any:
 - food establishment swimming pools or spas child care center
 - beverage establishment grocery store
- 14. Additional information required before CDH can comment.

Reviewed By: Beth Coper

Date: 3/27/26

From: Ryan Garber <ryan@mccallfire.com>
Sent: Wednesday, March 18, 2026 9:05 AM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Cc: Mike Bertrand <mike@mccallfire.com>; Andrew Schaffran <andrew@mccallfire.com>; Douglas Miller <doug@mccallfire.com>
Subject: SUB 26-005 Pine Creek Ranch South Subdivision

Cynda,

I have the following comments on SUB 26-005 Pine Creek Ranch South Subdivision:

Access Roads

- The plans attached to the application appear to meet the standards for Access roads. (see attached doc)
- Recommend site verification by MFPD or Valley County Roads Department before issuance of final plat.

Thank you
Ryan

Captain Ryan Garber
Fire Prevention / Code Enforcement
McCall Fire & EMS
201 Deinhard Lane
McCall, ID 83638
www.mccallfire.com
Cell: (208) 469-0135

Schedule a Short Term Rental Safety Inspection
Schedule a Phone Call with Ryan
Schedule a Firewise Safety Inspection
Schedule another type of inspection

MCCALL FIRE PROTECTION DISTRICT

FIRE APPARATUS ACCESS ROADS

References:

- International Fire Code (IFC) 2018 – Sections 202, 501.4, 503, Appendix D
- IDAPA 18.08.01 – Adoption of the International Fire Code
- Idaho Code §41-253 – Adoption of International Fire Code

1. PURPOSE

The purpose of this standard is to establish the minimum requirements for the design, construction, and maintenance of fire apparatus access roads serving new and existing developments within the McCall Fire Protection District (MFPD).

These requirements supplement the 2018 International Fire Code (IFC) as adopted by the State of Idaho and referenced under IDAPA 18.08.01, providing consistent and reliable emergency access for fire department apparatus.

2. SCOPE

This standard applies to all commercial, industrial, and residential developments within the McCall Fire Protection District that require fire department access for firefighting or rescue operations.

Exemption (Idaho Code §41-253):

A detached single-family dwelling constructed on lands of five (5) acres or more outside an incorporated city and not within a designated area of city impact is exempt from the water supply and access requirements of the adopted International Fire Code unless required by county ordinance.

3. RESPONSIBILITIES

- **Developers, contractors, and property owners** are responsible for providing, constructing, and maintaining approved fire apparatus access roads in accordance with this standard.
- **The Fire Code Official** shall review and approve all proposed access roads, gates, and site layouts to ensure compliance prior to permit approval.
- **The property owner or responsible party** shall maintain access roads in operable condition at all times, including snow and vegetation removal.

4. PROCEDURES AND REQUIREMENTS

4.1 ACCESS ROAD DESIGN

Width (IFC §503.2.1; Appendix D103.1)

- Minimum unobstructed width: **20 feet**.
- Minimum width near fire hydrants: **26 feet** within 20 feet of a hydrant. (IFC Fig D103.1)

Vertical Clearance (IFC §503.2.1)

- Minimum unobstructed vertical clearance: **13 feet 6 inches**.

Surface and Load (IFC §503.2.3; Appendix D102.1)

- Roads shall be constructed of an all-weather surface capable of supporting **75,000 pounds gross vehicle weight**.
- Roads shall remain accessible year-round, including during snow and ice conditions.
- The property owner is responsible for snow removal and vegetation maintenance.

Grade (IFC §503.2.7)

- Maximum grade: **10 percent**, unless otherwise approved by the Fire Code Official.
- Steeper grades may require alternate design solutions such as switchbacks or alternative routes.

Turning Radius (IFC §503.2.4; IDAPA 18.08.01.008.22f)

- Minimum inside turning radius: **30 feet**.
- Minimum outside turning radius: **45 feet**.

Dead Ends and Turnarounds (IFC §503.2.5; Appendix D103.4)

- Dead-end roads exceeding **150 feet** in length shall be provided with an approved turnaround (cul-de-sac, hammerhead, or “Y” configuration). (IFC Fig D103.1)
- Turnarounds must meet all-weather surface and load-bearing standards.

Installation Timing (IFC §501.4)

- Required access roads and fire protection water supply must be installed, inspected, and approved prior to vertical construction or the storage of combustible materials within each phase of development.

4.2 MULTIPLE ACCESS ROADS AND ENTRANCES

Residential Developments (Appendix D107.1)

- One- or two-family residential developments with more than 30 dwelling units shall have two separate and approved fire apparatus access roads.

Commercial and Industrial Developments (Appendix D104.2)

- Buildings with a gross floor area exceeding 62,000 square feet shall have two separate access roads.
- **Exception:** Buildings up to 124,000 square feet are permitted with one access road when equipped throughout with an approved automatic sprinkler system.

Separation (Appendix D104.3)

- Multiple access roads shall be located at a minimum of $\frac{1}{2}$ the diagonal distance of the area served, measured between centerlines of access roads.

4.3 GATES AND ACCESS CONTROL

Width (Appendix D103.5)

- **Single gate:** minimum clear opening of **20 feet**.
- **Divided roadway:** each gate shall have a minimum clear opening of **12 feet**.

Operation (IFC §503.6)

- Electric or motorized gates shall be equipped with a siren-activated sensor or other approved emergency opening system compatible with MFPD apparatus.
- Gates shall include a manual override or Knox lock system for power failure conditions.
- Locking methods and gate placement shall be approved by the Fire Code Official prior to installation.

Setback

- Gates shall be installed a minimum of **30 feet** from the nearest roadway edge to allow fire apparatus to clear traffic while accessing.

4.4 MAINTENANCE AND ENFORCEMENT

- Fire apparatus access roads shall be maintained in an unobstructed and serviceable condition at all times.
- Snow, ice, vegetation, or debris shall not block access or reduce required width or clearance.
- Any modification, narrowing, or relocation of an access road requires review and approval by the Fire Code Official.
- Failure to maintain fire apparatus access may result in enforcement under the IFC and MFPD policies.

5. DEFINITIONS

All-Weather Surface:

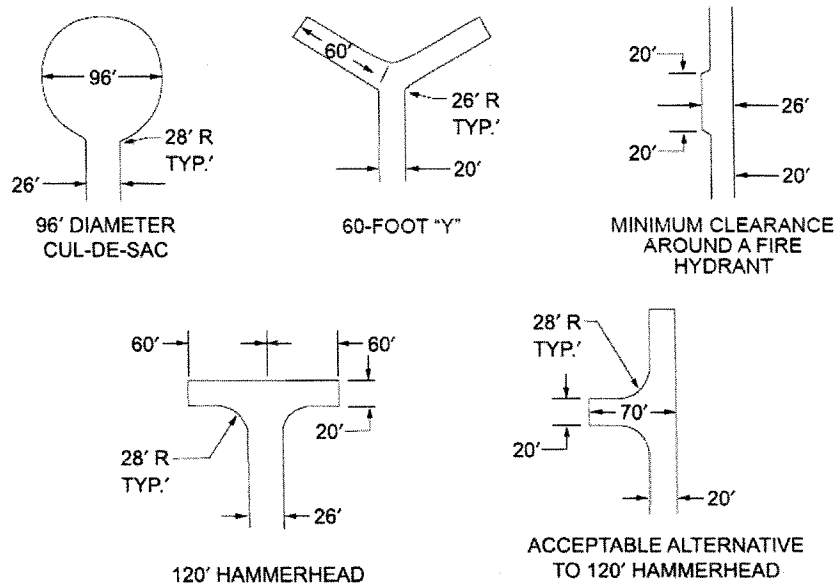
A road surface of asphalt, concrete, or compacted gravel capable of supporting fire apparatus under all weather conditions (Appendix D102.1).

Fire Apparatus Access Road:

A road that provides fire department access from a fire station to a facility, building, or portion thereof, required for firefighting operations (IFC §202).

6. REFERENCES

- International Fire Code (IFC) 2018 – Sections 202, 501.4, 503, Appendix D
- IDAPA 18.08.01.008.22(f) – Fire Department Access
- Idaho Code §41-253 – Adoption of International Fire Code and exemptions



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

Subdivision Recommendations

From: Flack,Brandon<brandon.flack@idfg.idaho.gov>

To:Lori Hunter

Cc:Berkley,Regan; Messner,Jordan; Royse,Josh

Thu 11/21/2024 10:00 AM

Hi Lori,

I got your voicemail. Hopefully this is what you were looking for. All of these won't apply to every residential development, e.g., not every subdivision will have a private pond where they need a water right from IDWR or a private pond permit from IDFG.

In general, IDFG recommends the following practices for residential subdivisions/developments:

- Residents should control pets, including cats, at all times (fenced yard, keep indoors, kenneled, leashed, etc.). Pets, at-large, dramatically increase a residential subdivision's negative effects on wildlife.
- Avoiding or minimizing the potential for wildlife depredations in a subdivision is the responsibility of the individual property owner.
 - Prohibit the feeding of wildlife and require that potential wildlife attractants (pet food, trash cans, gardens, hay stacks, bird feeders, etc.) be maintained in a way to reduce attraction of wildlife species (skunks, foxes, raccoons, magpies, big game, etc.).
 - For example, leaving livestock feed outside will attract big game animals. Make sure any feed is stored in a closed barn or shed.
 - The developer and individual homeowners should be made aware that ornamental plants can attract big game animals and they will eat those plants. Therefore, protecting ornamental plants is the responsibility of the individual property owner.
 - Yew species are highly toxic to wildlife, pets, and humans and should not be used as landscaping plants.
- Native vegetation should be retained to the extent possible during project implementation to support native birds, small mammals, and pollinator species.
- Retain buffers of riparian vegetation that surround any wetland resources on the project property.
- If ponds exist or are developed on the project property, legal water rights issued by the Idaho Department of Water Resources are required for the appropriate beneficial use (storage, irrigation, recreation, etc.). If the ponds will be used for fishing, a private pond permit from IDFG is required to stock the ponds with fish, and a live fish transport permit from IDFG may also be required.
- All fencing within and around the subdivision should be wildlife friendly. IDFG can provide additional details upon request.

Please let me know if you have additional questions.

Brandon Flack

Regional Technical Assistance Manager

Idaho Dept. of Fish and Game

Southwest Region

15950 N. Gate Blvd.

Nampa, ID 83687

Ph: (208) 854-8947





May 4, 2026

Lori Hunter, Planner II
Valley County Planning & Zoning
700 S. Main Street, Cascade, ID 83611
lhunter@valleycountyid.gov

Subject: Valley County May 14 2026 Letter Response

Dear Lori Hunter:

Thank you for the opportunity to respond to your request for comment. While DEQ does not review every project on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at: <https://www2.deq.idaho.gov/admin/LEIA/api/document/download/15083>.

The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:

1. AIR QUALITY (C1, C2, D4)

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), and trade waste burning (58.01.01.600-617).
- For new development projects, all property owners, developers, and their contractors must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.
- DEQ recommends the city/county require the development and submittal of a dust prevention and control plan for all construction projects prior to final plat approval. Dust prevention and control plans incorporate appropriate best management practices to control fugitive dust that may be generated at sites.
- Citizen complaints received by DEQ regarding fugitive dust from development and construction activities approved by cities or counties will be referred to the city/county to address under their ordinances.
- Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. The property owner, developer, and their contractors are responsible for ensuring no prohibited open burning occurs during construction.
- For questions, contact David Luft, Air Quality Manager, at (208) 373-0550.

2. WATSEWER AND RECYLED WATER

- DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the local public health district.
- All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.
- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect groundwater.
- DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.
- For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0459.

3. DRINKING WATER

- DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system. A drinking water system is a Public Water System (PWS) if it has at least 15 service connections or regularly serves an average of 25 or more people per day for at least 60 days per year (refer to the DEQ website at: <https://www.deq.idaho.gov/water-quality/drinking-water/>). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.
- All projects for construction or modification of public drinking water systems require preconstruction approval.
- If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of groundwater resources.
- DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.
- For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0459.

4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant Discharge Elimination System (IPDES) Permit. A Multi-Sector General Permit from DEQ may be required for facilities that have an allowable discharge of storm water or authorized non-storm water associated with the primary industrial activity and co-located industrial activity.
- For questions, contact Emily Montague, IPDES Compliance Supervisor, at (208) 373-0433.
- If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call (208) 334-2190 for more information. Information is also available on the IDWR website at: <https://idwr.idaho.gov/streams/stream-channel-alteration-permits.html>
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.
- For questions, contact Lance Holloway, Surface Water Manager, at (208) 373-0564.

5. **SOLID WASTE, HAZARDOUS WASTE AND GROUNDWATER CONTAMINATION**

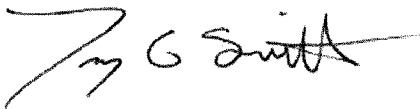
- **Solid Waste.** No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards (IDAPA 58.01.06), Rules and Regulations for Hazardous Waste (IDAPA 58.01.05), and Rules and Regulations for the Prevention of Air Pollution (IDAPA 58.01.01). Inert and other approved materials are also defined in the Solid Waste Management Regulations and Standards.
- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservation and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.
- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.24.060 and 58.01.24.061). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.24.060.01 and 58.01.24.061.04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.
- **Groundwater Contamination.** DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method."
- For questions, contact Matthew Pabich, Waste & Remediation Manager, at (208) 373-0510.

6. ADDITIONAL NOTES

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, additional regulations may apply. If an UST is present, the site should be evaluated to determine whether the UST is regulated by DEQ. If an AST is identified, EPA may have additional requirements. Both UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at (208) 373-0550, or visit the DEQ website <https://www.deq.idaho.gov/waste-management-and-remediation/storage-tanks/leaking-underground-storage-tanks-in-idaho/> for assistance. If applicable to this project, DEQ recommends that BMPs be implemented for any of the following land uses: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, ponds and outdoor gun ranges. Please contact DEQ for more information on any of these conditions.

We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at (208) 373-0550.

Sincerely,

A handwritten signature in black ink that reads "Troy G. Smith". The signature is written in a cursive style with a long horizontal line extending to the right.

Troy Smith
Regional Administrator

From: Michelle Groenevelt <mgroenevelt@mccall.id.us>
Sent: Thursday, April 16, 2026 5:10 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>; Meredith Todd <mtodd@mccall.id.us>
Cc: Lori Hunter <lhunter@valleycountyid.gov>
Subject: Re: Annexation

I should also add that annexation into the Sewer District requires annexation into the City limits.

Michelle

From: Michelle Groenevelt <mgroenevelt@mccall.id.us>
Date: Thursday, April 16, 2026 at 5:09 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>, Meredith Todd <mtodd@mccall.id.us>
Cc: Lori Hunter <lhunter@valleycountyid.gov>
Subject: Re: Annexation

Hi Cynda,

The person should schedule a meeting with our City planner, Meredith Todd, to discuss the process for annexation. The annexation application fee is \$2000, and consideration is based on City code, the Comprehensive Plan and State code provisions.

Thanks,
Michelle

From: Cynda Herrick <cherrick@valleycountyid.gov>
Date: Thursday, April 16, 2026 at 11:03 AM
To: Michelle Groenevelt <mgroenevelt@mccall.id.us>, Meredith Todd <mtodd@mccall.id.us>
Cc: Lori Hunter <lhunter@valleycountyid.gov>
Subject: Annexation

Hello Michelle or Meredith,

What would someone need to do to find out if the city would annex them...so we can comply with Valley County Code 7-1-5. What is your annexation process and cost?

I believe we are good on Pine Creek Ranch since it is not a change in the principal land use. For some reason I had thought they had been in discussion with McCall on annexation.

Thanks, Cynda
Cynda Herrick, AICP, CFM
Valley County
Planning and Zoning Director
Floodplain Coordinator
PO Box 1350
Cascade, ID 83611
(208)382-7116

“Live simply, love generously, care deeply, speak kindly, and leave the rest....”

Service **T**ransparent **A**ccountable **R**esponsive



City of McCall

www.mccall.id.us

216 East Park Street
McCall, Idaho 83638

Phone 208-634-7142
Fax 208-634-3038

April 30, 2026

Cynda Herrick
Planning & Zoning Director
PO Box 1350
Cascade, ID 83611

RE: SUB 26-005

Dear Valley County Planning and Zoning Commission Members,

On behalf of the City of McCall, we appreciate the opportunity to provide comment on the proposed subdivision application for Pine Creek Ranch South (PCRS) located within the McCall Impact Area. The City recognizes the importance of coordinated review for development within the McCall Impact Area to ensure consistency with long-range planning objectives, infrastructure capacity, and the orderly extension of municipal services. Based on our review of the application materials currently available, we offer the following comments and considerations:

1. Transportation Connectivity and Phasing

The PCRS application indicates the proposed Stockton Blvd. and Pine Creek Drive will connect with the City's roadway network, through forthcoming, detailed subdivision and/or PUD applications for the four development parcels or by development proposals for adjacent vacant parcels to the north.

Coincidentally, in April of 2026, the City of McCall received an application for a new Planned Unit Development for the parcel to the north of PCRS which proposes 176 new dwelling units, open space, and a possible public park. This PUD application is currently named "Woodlands 3." A Traffic Impact Study (TIS) has not been submitted to date but is required for the application to be certified as complete.

While the City supports interconnected street networks and coordinated access planning across jurisdictions, this access raises important questions regarding timing, surfacing, and maintenance given the adjacent proposed subdivision for the County to consider.

2. Compliance with City Road Standards

The preliminary plat and associated road grading, drainage and stormwater management plan indicate the following:

- Stockton Blvd is shown as an 80 ft. ROW, but the roadway is not centered within this ROW.
- Pine Creek Drive is shown as an 80 ft. ROW, but its roadway is also not centered within the ROW.
- 12 ft snow storage and utility easements are identified on all road frontage areas of the proposed lots.
- The typical roadway sections shown on EX-6 for Stockton Boulevard and Pine Creek Drive identify a 28 ft wide gravel road section.

With the exception of the roads being off-center within the proposed ROWs, the proposed road sections appear to meet the City's gravel road standards, except for a missing geotextile fabric layer between the native subgrade and the sub-base course. However, this is not a concern at this time, since future annexation into the City would require the road to be reconstructed to a paved standard and the fabric can be installed at that time.

The road proposed in the PCRS application would act as one of two (2) required points of access for the proposed new subdivision, Woodlands 3. McCall City Code MCC 9.3.04(K) requires the following:

Subdivisions or planned unit developments in excess of five (5) acres or twenty-five (25) residential units must have at least two (2) points of access to public roads outside the subdivision, if possible, for purposes of public safety and access by emergency vehicles. Where through roads are not possible, the developer shall provide stubbed out roads to the boundary of the subdivision or development at points established by the city. Preferably, the two (2) points of access will be located on opposite, or different, sides of the subdivision.

3. Annexation Considerations

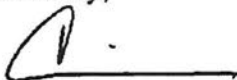
It should be noted that subject property PCRS was combined with the parcel to the north "Woodlands 3" as one master planned project and an 'Environmental Impact Study' was required and completed for both parcels. The PCRS parcel (McCall Impact Area) applied for annexation into the Payette Lakes Recreation Water and Sewer District prior to applying for annexation to the City limits, but the PLRWSD Board denied the annexation request. Further annexation request into the City will require this subdivision and associated infrastructure meet McCall City standards.

In general, the application as submitted to Valley County lacks the specificity or predictability for future developable parcels of this scale that could be on city services and infrastructure in the future that would allow the City to feel comfortable making a recommendation for approval. Based on lack of information, the City is not currently supportive of the application and would encourage the County to request additional information such as a Traffic Impact Study based on the anticipated nature of the development in the long-term. The County should also consider reviewing materials received by the City on the directly adjacent property in City Limits.

We have also received significant input on this application from McCall Residents and property owners living near the subject property, and have included these comments as an attachment to this letter. We hope the county will consider the concerns of McCall residents and community members who have concerns regarding this application.

We appreciate your consideration of these comments and look forward to continued coordination. Please feel free to contact City staff with any questions or to discuss these items further.

Sincerely,



Colby Nielsen
City of McCall Mayor

Cc: Valley County Planning & Zoning Commission
Valley County EMS District
McCall Fire Protection District

General Public Comment April 30, 2026 Regular City Council Meeting

Name Address Email Content

[REDACTED]

Diane Sanders 653 Woodlands Dr McCall Id 83638

To City Council Members, Subject: Proposed gravel road through Stockton 90 parcel We as citizens need more time to review and comment on the City staff letter. It's important that any road (gravel or paved) through the Stockton 90 could drive traffic on Woodlands Drive from both the 68 acre parcel and eventually the 90 acre parcel and eventually the 90 acre parcel and the city has NO jurisdiction over the 90 acre parcel because it is in the County. Woodlands Dr could become a busy corridor for traffic from the 68 acre Woodlands 3 development and any future development on the 90 acres, another large subdivision, a concert venue, or an RV park or any other use the County approves. We need time to review and comment on the City star letter. Diane and Fred Sanders

Marnie-Anne Sell 605 Woodlands Drive McCall Idaho 83638

Dear McCall City Council Members, I am writing to request that the letter from the City of McCall to Valley County, regarding the proposed road through the Stockton 90 parcel from Stockton Court to the 68-acre parcel east of the Woodlands, be made available to the public for review and comment before it is sent. This letter is of great concern to me as a resident of the Woodlands because it could have serious implications for traffic on Woodlands Drive. Thank you for considering my request, Marnie-Anne Sell

Walt Czarniecki 11655 W Peak View Ct Boise Idaho 83709

My wife and I have owned our property in The Woodlands since 1998. We've enjoyed our home and subdivision for all 28 years we've been there. There are 118 lots in The Woodlands and only one road in to and out of The Woodlands. The idea have having more traffic on that one road due to the Stockton 90 development is extremely hard to understand. This would

create a hazard for all residents who live in The Woodlands. In the case of an emergency the traffic trying to exit the subdivision would be unimaginable and extremely dangerous for all involved. If development is something the city wants let the developer figure out a separate entrance and exit from any future development without creating more traffic and possibly an extreme hazard for current residents of The Woodlands. Thank you. Walt Czarniecki

[REDACTED]

Margie Elliott

661 Woodlands Dr. McCall ID 83638

Fifteen years ago we selected McCalls Woodlands, a quiet, affordable, family friendly neighborhood for our retirement home. We are permanent residents. In 2009 it was determined that one egress for 118 lots was not enough and Woodland III was not approved. Later the North side of Woodlands Dr. during a Fire Audit by McCall Fire Department was determined to be indefensible. It is more heavily timbered and borders the Nokes property. Nothing has really changed. The proposed development on 68 acres, 176 lots with a second egress of only a dirt road is acceptable? Not considering what will happen with the Stockton 90 when that is developed. How will these homeowners enter and exit their properties. It seems that we are now dealing with a flawed plan from the past. We need to learn from past

mistakes and we need to make a better, more specific plan before moving forward. We need to have a plan that does not drastically change the Woodlands and Fox Ridge as McCalls more affordable and desirable neighborhoods. Thank you

Don and Pam Sanda 639 Woodlands Dr. McCall ID 83638

We are concerned homeowners residing full time in the Woodlands Subdivision. It has come to our attention that the City has drafted a letter commenting about Craig Grove's application to the County for the development of a gravel road. This road would extend through the 90 acres, that was the Stockton property, for a second "ingress/egress" to his proposed Woodlands III subdivision. As this letter has not yet been released to the public, we need to have ample time to review and provide feedback. Just providing a gravel road to satisfy the requirement for a second ingress/egress from the proposed Woodlands III development would likely not be used as intended. As such, the majority of traffic would then be forced upon Woodlands Drive. Respectfully submitted, Don and Pam Sanda

Sheree Sonfield 664 Woodlands Drive McCall ID 83638

RE: AB 26-177, DRAFT letter to Valley County RE SUB 26-005 Public hearing comments typically clearly state FOR or AGAINST, whether the author recommends approval or denial of the application. City Council should be clear and I propose: Remove this sentence at the bottom: We appreciate your consideration of these comments and look forward to continued coordination. Replace with this sentence: For all the above reasons, the City Council recommends against approval of the Pine Creek Ranch South subdivision until the full buildout plan of the 90-acre parcel is proposed and approved or the owner requests annexation into the City and the 90 acres becomes subject to the McCall Planning and Zoning jurisdiction.

General Public Comment April 30, 2026 Regular City Council Meeting

Name Address Email Content

Donna Daniels 611 Woodlands Drive McCall ID 83638

McCall City Council, I understand that at your council meeting today, 4/30/26, you will review a letter to Valley County regarding the proposed gravel road through the Stockton 90 parcel from Stockton Court to the 68-acre proposed "Woodlands 3" development. I'd like the council to understand that ANY road through Stockton 90 could drive traffic on Woodlands Drive from BOTH the 68-acre parcel AND eventually the 90-acre parcel. The city has no jurisdiction over the 90-acre parcel because it is in the county. Woodlands Drive could become a busy corridor for traffic to and from the 68-acre "Woodlands 3" development AND any future development on the 90 acres that Valley County approves. If the road is built, you will not be able to control how development on the 90 acres impacts traffic through the Woodlands Subdivision. Please let us city residents have ample time to review and comment on the city staff letter before it is sent to the county. The proposed road has PROFOUND implications for our neighborhood that may end up beyond the ability of the council to control. Thank you, Donna and Rodger Daniels 611 Woodlands Drive McCall, ID 83638

Dawn Matus 608 Woodlands Dr McCall ID 83638

April 30, 2026 Dear City Council Members, I am writing in response to AB 26-177, "Request to review and approve a Public Agency Comment Letter to Valley County on Proposed Subdivision within the Area of City Impact," as published in the amended meeting agenda on Wednesday afternoon. AB 26-177 concerns a draft letter about Mr. Craig Groves' application to Valley County for a new subdivision in the McCall Area of Impact called "Pine Creek Ranch South" ("PCRS"): <https://twistcms-shared.s3.us-west-2.amazonaws.com/meetings/110/attachments/1841.pdf>. With its letter, the City Council has an opportunity to weigh in on "PCRS" — not just on the technical details of the application, but on the substance of the "PCRS" proposal itself. Respectfully, I urge the members of City Council, as our leaders and representatives, to please recommend against Valley County approval for "PCRS" as presented. The reason is that McCall no longer has decision-making authority over the parcel in question as a result of Valley County's revisions this year to the McCall Area of Impact and its jurisdiction, yet the proposed subdivision could have very consequential and lasting repercussions for our city and our residents. Indeed, "PCRS" raises serious concerns for people like me with homes in close proximity to the property in question, particularly with regard to traffic and public safety impacts. As outlined below, these potential impacts would significantly affect residents of the existing Woodlands neighborhood where I live, and the public in general: The "PCRS" application

includes plans for a gravel road bisecting the proposed 90-acre subdivision. One end would connect to Stockton Court. The other end would feed into “Woodlands 3,” a 176-unit residential development that Mr. Groves hopes to build on a 68-acre parcel within City limits that is adjacent to both “PCRS” and to the existing Woodlands subdivision. Mr. Groves has told residents of The Woodlands that he intends for our neighborhood’s primary road, Woodlands Drive, to also serve as the primary access road for the “Woodlands 3” subdivision, while the gravel road through “PCRS” would be privately maintained and would function as a second access to “Woodlands 3” for emergencies. As a result, the overwhelming majority of vehicles going into and out of “Woodlands 3” would travel on Woodlands Drive, a curving, narrow local road with no sidewalks that was not designed for high-volume traffic. This increased traffic threatens to pose serious safety risks to homeowners along Woodlands Drive, as well as to the drivers and numerous pedestrians, cyclists, etc. — including children — who use it on a daily basis. Meanwhile, nothing is known at this point about what kind of development Mr. Groves has in mind for “PCRS.” The subdivision application identifies four “development parcels,” but provides no additional detail, such as type of development or proposed density, for any of them. This leaves open the possibility of even greater future traffic demands on Woodlands Drive, since the proposed gravel road would lay the groundwork for direct connectivity between “PCRS” and the City’s road network. The truth is, development of “PCRS” and “Woodlands 3” could completely transform Woodlands Drive from a local residential road into a main transportation thoroughfare, fundamentally changing the character of The Woodlands neighborhood and creating considerable traffic-related risks for residents and the broader public. As of now, it appears that Mr. Groves has not submitted an updated study forecasting traffic impacts from either project. However, a study created when Mr. Groves was pursuing an application spanning the 90- and 68-acre parcels predicted the generation of 1,525 additional daily vehicle trips on roads in The Woodlands, including 1,017 additional daily vehicle trips on Woodlands Drive alone. These figures are helpful as a reference for anticipating the increased traffic burdens that could be in store for The Woodlands, particularly Woodlands Drive. The absence of meaningful detail in the “PCRS” application concerning the future scope and scale of potential development leaves important questions unanswered. That, combined with concerns that traffic from any future “PCRS” development as well as the vast majority of traffic from a possible “Woodlands 3” subdivision would impose substantial safety burdens on Woodlands Drive and The Woodlands neighborhood, all add up to a solid argument against allowing the proposed “PCRS” subdivision to proceed. To repeat, I respectfully ask the City Council to please submit a letter to Valley County that expresses the public’s concerns about “PCRS” and strongly recommends that the application be denied in its present form. Only when a complete buildout plan for the “PCRS” parcel is proposed and/or the owner requests

annexation into the City should the application be reappraised. Thank you for your consideration of this important matter. Sincerely, Dawn Matus

Kristen McCoy

676 Koski Drive McCall ID 83638

I strongly support the City's concerns regarding transportation connectivity, phasing, and annexation, particularly given that the proposed gravel road may effectively serve as critical infrastructure for the larger Woodlands 3 development before that project has completed required traffic studies, full municipal review, or comprehensive public vetting. As outlined in the City's letter, approving this subdivision infrastructure independently creates significant risk of fragmented decision-making and could undermine McCall's long-term planning, public safety standards, and ability to ensure coordinated, responsible growth within the Impact Area. I urge the City to strengthen its letter by formally recommending that Valley County deny or postpone approval of this proposal until all related development plans are fully reviewed, vetted, and aligned with established infrastructure, safety, and planning standards.

Daniel Hatt

662 Brady Drive Mccall ID 83638

Good evening city council members. I would like to submit my concerns regarding the Pine Creek Ranch development. Given the status of the proposed gravel road and where it would be situated, I feel like the noise and dust pollution when used would encroach on the very reasons we purchased our property 10 years ago. It is a beautiful neighborhood with lots of trees, wildlife, and peace and quiet. Our neighbors children along with my own child can safely play and walk in the area without fear of speeding traffic as well as a HUGE jump in vehicular activity. To better support my reasons for being against this development, I have included factors below, that should make the city and the council extremely concerned about Pine Creek Ranch development. - The proposed gravel road would connect Stockton Court to the 68-acre parcel adjacent to the Woodlands. - As the staff letter states, the gravel road would provide a second access for the proposed new 176-unit subdivision, currently called "Woodlands 3." - A gravel road, headed south, is inadequate to disperse traffic from the proposed Woodlands 3. Therefore, the vast majority of traffic from the proposed Woodlands 3 subdivision will utilize the single access of Woodlands Drive. This amount of traffic threatens the safety of our roadways, especially for pedestrians and cyclists (including children) and for residents trying to exit their driveways in the winter. - The City Council should recommend AGAINST approval of the Pine Creek Ranch South subdivision given the road safety issues associated with the proposed development. - The proposed gravel road would not only provide a second access for the 68-acre parcel, it would also provide access between the 90-acre parcel and the City transportation network through the Woodlands once the 68-acre parcel is developed. - The 90-acre parcel is within the Area of Impact, now

under jurisdiction of the County; the City has no decision-making authority over how the 90 acres are developed, unless the owner requests annexation into the City. (And neither the City nor the County can require annexation into the City.) - Therefore, assuming the 90-acre parcel remains in the County, the City will have no control over what project is ultimately approved on the 90-acre parcel. Furthermore, given the County zoning codes, it is unknown what kind of project will be proposed by the developer (will not necessarily be residential). - The future project on the 90 acres would have access to the Woodlands via the proposed gravel road and "Woodlands 3." - This all means that the Woodlands could have traffic from both the 68-acre parcel AND the 90-acre parcel utilizing Woodlands roadways. This is an unsafe situation over which the City may have little control. - The City Council should recommend AGAINST approval of the Pine Creek Ranch South subdivision until the full buildout plan of the 90 acre parcel is proposed & approved OR the owner requests annexation into the City and the 90 acres becomes subject to the McCall Planning and Zoning jurisdiction.

[REDACTED]

Megan Hatt

662 Brady Drive McCall Idaho 83638

I am a resident of the Woodlands neighborhood and a parent, and I am writing to express my concern regarding the proposed Pine Creek Ranch South subdivision and its connection to what is currently referred to as "Woodlands 3." The plan includes a gravel road from Stockton Court to a 68-acre parcel, intended as a secondary access for a 176-unit development. However, this road is inadequate to handle traffic at that scale, meaning most vehicles will still rely on Woodlands Drive. This creates safety risks for residents, especially pedestrians, cyclists, children, and particularly in the winter when roads space is reduced and there are no sidewalks. The concern extends beyond this single development. The proposed road would also connect to a separate 90-acre parcel within the Area of Impact, which is under county jurisdiction. Since the city has no control over how that land is developed unless it is annexed, future traffic impacts are unknown. Regardless, that development would also gain access through the Woodlands. This could result in significant additional traffic from multiple developments using neighborhood roads not designed for that volume, without a coordinated plan or adequate infrastructure. For these reasons, I urge the City Council to recommend against approval of the Pine Creek Ranch South subdivision at this time, or at minimum delay approval until there is a clear plan for the 90-acre parcel or it is annexed into the City.

Russell Royal 654 Brady Dr McCall ID 83638 [REDACTED] As a homeowner in Woodlands I request that Council vote against Pine Creek Ranch South project as currently proposed. The substantial increased traffic flow of estimated 1,400 vehicle trips per day is excessive and unsafe for neighborhood walkers cyclists children etc. Also gravel road proposed is inadequate to handle traffic flow of proposed Woodlands 3 development causing traffic to flow Woodlands drive. the gravel road also provides access to additional 90 acre parcel NOT under jurisdiction of City McCall Planning and zoning so recommend that vote against it unless it is annexed to City and any projects approved be under jurisdiction of McCall planning and zoning. I would like to see City vote against any approval pertaining to Pine Creek Ranch South unless developers provide SEPERATE and adequate infrastructure of own for access to own project without any impact to Woodlands. Russ And Janet Royal

April 30, 2026

Dear City Council,

I am writing regarding AB 26-177, "*Request to review and approve a Public Agency Comment Letter to Valley County on Proposed Subdivision within the Area of City Impact.*"

This agenda bill involves the City Council's response to a subdivision application within the Area of Impact (AOI) called Pine Creek Ranch South. The application submitted to Valley County is here: <https://twistcms-shared.s3.us-west-2.amazonaws.com/meetings/110/attachments/1841.pdf>.

This subdivision application on its face seems straightforward and almost nonconsequential for the City of McCall. However, the reality is the opposite. This subdivision application has the potential to critically harm one of McCall's most established neighborhoods. Here is why:

- The application proposes a gravel road that would connect Stockton Court to a 68-acre parcel directly adjacent to The Woodlands. The owner of the 68-acre parcel, Mr. Craig Groves, has also submitted a development application (not yet deemed complete) to the City of McCall to develop a 176-unit subdivision on the 68 acres.
- Mr. Groves also owns the 90-acre parcel, and the proposed gravel road would provide connectivity from the 68-acre parcel to Stockton Drive, as stated in the application, but would also create connectivity from the 90-acre parcel to Spring Mountain Ranch Blvd THROUGH THE WOODLANDS, once the 68 acres is developed.
- That means that not only traffic from the 68 acres, but also traffic from the 90 acres, could access the City transportation network through The Woodlands.
- And here is the real problem: The City has no jurisdiction over what happens on the 90 acres. Although City Council fought hard to preserve the previous AOI and McCall's Planning and Zoning jurisdiction, that effort was ultimately unsuccessful. Now, the only influence the City has in the AOI is to offer comment and opinion about any development application that is submitted to the County.
- Given that the City won't be able to control what happens on the 90 acres, unless the owner requests annexation, it is critical that the City Council take a position now to ensure The Woodlands neighborhood remains safe.
- I suggest adding the following language to your letter to the County:
"Given the potential for future development of the 90-acre parcel, over which the City does not have planning and zoning jurisdiction and the traffic from which would be able to access the City transportation network through one of McCall's

neighborhoods that was not built to accommodate such a volume of traffic, we recommend AGAINST the approval of Pine Creek Ranch South at this time. Rather, we recommend that first a full build-out plan for the parcel be established, and traffic studies completed, to determine the impact on City roads, so that appropriate mitigation measures can be established.”

This situation, in which Valley County has jurisdiction over the AOI, but the development decisions profoundly impact the McCall community and residents, is EXACTLY what the City Council was trying to prevent in its efforts to oppose changes to the AOI. However, since that effort was unsuccessful, we rely on you, as our elected City Council members, to have forethought about the possible negative impacts of development in the AOI to our community and to take preventive measures to protect our safety.

Please add a recommendation to your letter to Valley County to recommend AGAINST Pine Creek Ranch South.

With sincere thanks,

Marcia Witte
McCall, ID

Transcript from April 30, 2025 General Public Comments related to AB 26-177

Russell Royal – 654 Brady Drive, McCall, ID

Honorable Councilmembers and City Staff, I live at 654 Brady Drive in the Woodlands Development here in McCall. My wife and I have been residents here for about 3 and a half years. I'm here today to urge the city council to vote against the Pine Creek Ranch South project and its proposed gravel road for the secondary access to the 68 acre parcel with a proposed 176 units that is going to be referred to as "Woodlands 3." The gravel road is inadequate for the estimated traffic that would be generated by such a development and that would push traffic to Woodlands Drive entrance and exit to our neighborhood which is paved, which is more favorable to driving a gravel road that would create safety issues for homeowners that live in the neighborhood, the children, the people that walk their dogs, the cyclists and so forth and kids going back and forth to school throughout the neighborhood. The gravel road also provides access to the additional 90 acre parcel that is not under the jurisdiction of the McCall City Planning & Zoning Commission. I would encourage you to vote against it also because until we know what the development of that 90 acres is going to be and what continuity there would be involved between the development of the 2 parcels or unless it is annexed into the City of McCall to be under the jurisdiction to have continuity with the Planning & Zoning Commission I would encourage you to vote against anything pertaining to the Pine Creek Ranch unless the developer provides a separate and adequate infrastructure to their own project that has zero impact on the Woodlands neighborhood and no connection through it.

Marcia Witte - 669 Woodlands Dr., McCall, ID

Good evening, members of City Council, I submitted a letter earlier today regarding AB 26-177 and I hope you've had a chance to read it.

I'm here to make a few additional comments. Last year, the McCall City Council went to great lengths to try to convince Valley County not to change the area of impact. In a letter to the county, the city outlined a number of concerns associated with changing from the McCall City planning and zoning codes to a multiple use designation and CUP process within the area of impact. One of these concerns was unpredictability and specifically that "any use can be proposed anywhere creating uncertainty for residents, developers and decision makers." Ultimately, the city's efforts were not successful in Valley County did shrink the area of impact, made the zoning multi use and took over planning and building administration.

The subdivision application that is the subject of AB 26-177 must be evaluated in this context. Pine Creek Ranch South, on which you have the opportunity to make a

recommendation to Valley County, for or against, is located within the newly conceived Area of Impact and abuts City Limits. A Landowner is proposing a gravel road that transects his property often known as the Stockton 90 and connects Stockton Court to another parcel he owns within the City, which is the 68 acres adjacent to the Woodlands. While this proposal seems innocuous enough, once the 68-acre parcel is developed, this proposed gravel road would be the connectivity between the Stockton Road parcel and the city's road network. At this point, no development plan has been submitted for the 90-acres, and as you all mentioned in your letter to Valley County, any use could be proposed. Therefore, Woodlands Drive could become a primary road access for any number of unknown uses if those uses are deemed compatible by Valley County.

Woodlands Drive was not designed and was never intended to be a major thoroughfare and the city may have no means to restrict this use. This is a classic example of putting the cart before the horse, creating road connectivity before understanding land-use intent is risky and could have unintended consequences and may threaten the safety of Woodland's roadways. So, please proceed cautiously and recommend against the subdivision application until there is a complete and comprehensive understanding of the development plans for both the 68-acre parcel and the 90-acre parcel and road access is more thoroughly evaluated and deemed adequate or not.

We are relying on you to protect the safety of our neighborhoods and it is even more imperative that you make careful decisions with plenty of forethought now that the city has no jurisdiction in the area of impact. Thanks very much for listening and for representing the concern of McCall residents.

Shauna Enders, 648 Woodlands Drive, McCall, ID

I am a resident at 648 Woodlands Dr, I have lived there as a resident for 10-years. I have seen traffic just within the Woodlands itself grow and I can't imagine what it would be if you're going to push a 176 homeowners through the Woodlands. Those roads – kids play on them, they ride their bikes, people walk their dogs, all ages, littles to big, and older people. The track team also practices on Woodland Rd. They go there for a reason and its because it is safe for those kids to be able to run and practice.

Also, I have seen several instances where the special-ed teachers at Payette Lakes Middle School take the little kids with disabilities walking on that road. To put that much traffic on that road would definitely and surely affect our community. So I would ask you please to vote against this road. There is no way that our road as it stands now can handle a thousand more cars a day on that road. For the safety of everyone, being able to pull out of your driveway, for the kids being able to walk to school, for the people who bicycle, and for the

people who just want to enjoy the community. Everybody has worked very hard who lives there, not only in Stockton, Fox Ridge, and the Woodlands, They've worked very hard – I've seen people's hands and for this road to go in and destroy everything that they have worked so hard for to be able to live here would be just devastating for the city of McCall.

Mellissa Daniels 656 Brady Drive, McCall, ID

I wanted to comment about my concern about the gravel road, specifically like Marcia was talking about with the secondary access to the 68-acre parcel it is also going to provide access between the 90-acre parcel and 68-acre parcel once it is developed. When that access happens, then anything that is in the 90 acre parcel can go through the Woodlands and probably will because it is a more direct route. And what I am concerned about is that we have no idea what is going to happen on those 90-acres. As the city, right now it is under county jurisdiction. So when you are thinking about our neighborhood – I think it is really important to think about no having any control over those 90 acres, and if you put the road in, there is not going to be any control over the 90-acres, and if you put the road in, they're going to be able to go through our neighborhood and so I think it's really important that the road is not improved/approved until we have a better understanding of what is happening on those 90 acres. Again, I am not an expert on the rules but I know that the county has different regulations, looser regulations than the City does.

One thing that Craig said off-hand was the mention of a concert venue. I cannot imagine a concert venue with all the cars coming through the Woodlands after having alcohol et cetera. Now I am not saying he is doing that, but that was something that was thrown out there. So I think that its really really important when you are thinking about our neighborhood to not let this Stockton access to be done until we know what is happening on the 90-acre parcel.

So I think you should recommend against approval until the full build out plan of the 90 acre parcel is proposed or until the owner requests annexation into the city and the 90 acres becomes subject to the McCall Planning & Zoning Jurisdiction. There's always possibility that they. Might try to annex into the city again and then you would have control but we don't know that yet and we can't assume.

Dave Carter – 656 Douglas Dr, McCall, ID

My name is Dave Carter, I live in the Woodlands and have for 20 years. We are very very concerned about what is essentially going to get jammed down our throat, the metaphor of Woodlands Drive, and how much traffic there would be there, potentially. Additionally, we have had many dialogues with the developer, and its been, if I may say, a rather shifting target, just to know what he is going to do. And – hence – what Melissa just said, I couldn't

endorse more fully – that not only with the but with the Stockton 90, a full and comprehensive Plan be made and be applied for and then we would know what we're dealing with.

The other thing I want to say is. What I have appreciated about The Woodlands after living there for 20 years is there is a strong sense of consideration and kindness amongst us all – we're not all intimate - don't get me wrong, but there is kindness, especially on the streets. Especially when kids are walking back and forth to the middle school, especially when there's more snow than normal and visibility is restricted and think about Halloween. That place is packed on Halloween and what would it be like with all of the people coming from Woodlands 3, which is really Pine Creek, but it's good marketing, I suppose, and from the Stockton 90 to come through there, it's a real concern and I hope that as a result of the Staff meetings between city and county that happened a couple weeks ago that the city staff would strongly, strongly urge a full and comprehensive plan by the developer for Stockton 90 so we know what we're dealing with.

Thank you.

Margie Elliot – 661 Woodlands Dr, McCall, ID

My name is Margie Elliott. I live at 661 Woodlands Dr.

In 2015, I was on the board of the HOA and we asked for an fire audit for our our little community for the neighborhood and Mark Billmore and Randy Skelton provided that information. We walked the neighborhood and their notes - although I've not been able to find them in our files - were that they would try to save the homes on Brady, Douglas, & Koski but the Woodlands Dr. was considered undefensible because of the fact that we are more heavily timbered and we back to the to the Knox property. I think that that was probably the last time there was a fire audit in our neighborhood.

I think it should be considered again and I think it should be considered that Woodlands Dr. It's paved and most of the traffic is going to go in and out of there. If we had a fire, we would have trucks going in and people trying to get out now, are they going to go on the gravel Rd. that is out of their way? I seriously doubt it.

Please protect our neighborhood.

Karl Lindstrom – 650 Woodlands Dr, McCall, ID

My name is Karl Lindstrom, I live at 650 Woodlands Dr. I don't want to repeat what all my friends have just said to you. I find it hard to believe that you don't already know these things if you're members of the community. We've been talking to Mr. Groves about this

development for over five years. He even mentions that in his application to the Valley County.

I support everything that you've heard from everyone just now. These are all old issues. I want to talk to City Council directly. I read your draft letter submitted by your staff. It's indecisive, it says a few things. And I'm asking you to be a little bit more decisive.

You can help this community to resolve this issue. Mr. Groves has a right to be able to do something. We need to find a solution. And that's gonna be dialogue. And I think City staff's letter is just avoiding dialogue. You're kicking the can down the road. So I'm asking you to be decisive if you feel you cannot just reject his application to the Valley County. At least let Valley County know that there's not enough information there for you to support it.

He says the gravel road is to provide a secondary access and fulfill that requirement that should disqualify you from being able to support his application. And you should be clear about it. And you should say so. Make a stand if you disagree. If you support his application, say so and defend it to the best of your ability. But do something. This has gone on for five years and no one's made any progress.

Thank you.

To: Cynda Herrick, Valley County Planning and Zoning Director

CC: Kerstin Dettrich, Meredith Todd, Morgan Stroud, Nathan Stewart, Michelle Groenevelt

Date: March 17, 2026

Dear Cynda –

We are writing to express our collective concern regarding SUB 26-005 – a subdivision application for Pine Creek Ranch South. Although we understand a public hearing for this application is scheduled to be held before the Valley County Planning and Zoning Commission on May 14, 2026, we feel our concerns are significant enough to warrant sending this letter to staff prior to the public hearing.

The application proposes subdividing a 90-acre parcel (designated as “Pine Creek Ranch South”), located within the newly defined Area of Impact, into 4 development parcels, a gravel road, and a dead-end street. The gravel road would connect Stockton Court to the Pine Creek Ranch 68-acre parcel located within the City limits. (The applicant refers to this latter parcel as “Woodlands 3” in the application; however, no such designation officially exists and, in fact, would appear to be prohibited by McCall City Code Section 9.2.03 (A) given that the 68-acre parcel is under a different ownership than the Woodlands subdivision.)

We have multiple concerns with this application, detailed as follows:

Purpose of the proposed roads

The applicant states that, “The primary purpose of this application is to create a permanent public right-of-way with a privately maintained 28’ wide gravel access road, creating connectivity to the northern parcel, and fulfilling the requirement for a secondary access should that parcel be developed.” In our view, it is premature to create connectivity to a parcel for which no development application has been submitted (as of last week), much less approved, by the City of McCall. Without an approved plan, it is impossible to evaluate whether a 28’ gravel road built to private road standards would adequately serve future development. As part of the application for the 68-acre parcel, traffic studies should be conducted to estimate traffic volume on the proposed gravel road, as well as more downstream rights-of-way, such as Stockton Court and Stockton Road and the relevant intersections. Without such analysis, how will staff determine whether a gravel road meets the required level of service?

Further, the use of the proposed gravel road is not fully detailed in the application. The applicant stated in a recent neighborhood meeting regarding the proposed development of the 68-acre parcel that, to the extent possible, all construction traffic related to the 68-acre parcel would be routed through the proposed gravel road. Yet, the Valley County subdivision application states, "There will be minimal noise increase due to traffic flows post-construction" (presumably of the proposed gravel road). This claim seems disingenuous at best given the applicant's plans to use the road for construction traffic for the 68-acre development.

Furthermore, the intent of the additional proposed roads is unclear. On the Crestline Engineers Figure 1 of 1 entitled "Pine Creek Ranch South Proposed Subdivision Street Names and Parcel," dated 2/23/2026, Pine Creek Ranch Drive ends in an emergency "hammerhead." From there, dimensioned lines extend north and east to Brady Drive in the Woodlands subdivision and west to the Fox Ridge subdivision, respectively. Is there future intent to stub Pine Creek Ranch Drive into the Woodlands and Fox Ridge subdivisions? Should this potentially impactful connection be subject to public review at this time? If not, what is the implication of approval of this application without further details regarding the full build-out of the 90-acre parcel? And how can the applicant answer "Yes" on p.4 that the subdivision is to be "completely developed at one time" when no build-out plan has been submitted?

Maintenance agreement

The application contains no details of how a maintenance agreement for the proposed roads would be structured. As envisioned, the gravel road would create a second access for the 68-acre parcel, upon which the owner has indicated intent to develop at least 176 residential units. (The applicant identifies this road as a "secondary access" which presupposes a primary access; however, no such primary access has been approved.) Combined with the current Woodlands subdivision, the gravel road could be a second access for over 300 residential units, presumably for routine as well as emergency use. How would a maintenance agreement be structured to ensure indefinite, binding financial guarantees to maintain the road to a minimum standard regardless of ownership? Currently, no HOA exists for either the 90-acre parcel or the 68-acre parcel. If a maintenance agreement is signed with a single private landowner (presumably Pine Creek Ranch LLC), what happens if the land is sold, or Pine Creek Ranch LLC goes bankrupt or otherwise ceases to exist? What is the remedy if the road is not maintained to appropriate standards? Who would pay for the maintenance in this case, since the Pine Creek Ranch South subdivision has no proposed residential units and would generate little additional tax revenue. Furthermore, the application states, "[the gravel road] will be privately maintained until future utilities are installed with the goal of paving the roadway and releasing it to Valley County for public

maintenance after paving.” And yet, there is no identified timing, phasing plan, or trigger for these improvements and the release of the road to Valley County.

Wildfire mitigation

The Pine Creek Ranch South subdivision proposed by the applicant is located in the wildland-urban interface (WUI) adjacent to existing residential areas and the elementary and middle schools. The application states, “Increased summertime thunderstorms, warm temperatures, low humidity, and winds from the south/southwest create an ideal situation for the ignition of a fire from natural or human caused events. The rapid changes of weather conditions in the summer and fall months could create fire behavior that increases the risks of homeowners and firefighters” (p.3, Pine Creek Ranch South Wildland Urban Interface Fire Protection Plan). And, yet, in their cover letter, the applicant states the “desire to not prepare a wildfire mitigation plan at this time.” And the submitted “Pine Creek Ranch South Wildland Urban Interface Protection Plan” is not really a plan at all, but vague statements about what could be done during future development of Pine Creek Ranch South. At this time, the applicant is not planning to provide water service to Pine Creek Ranch South; thus, there would be increased human activity in a wooded, grassy area in the WUI, next to vulnerable neighbors, with no wildfire mitigation plan and no water.

City Council review

Finally, per the currently published Valley County Code section 10-1-4: PROPERTY WITHIN ONE MILE OF CITY LIMITS, please note that given the location of the proposed subdivision, the application needs to be presented to McCall City Council for their recommendation. It is unclear how the McCall City Council could issue a recommendation regarding the subdivision with so little detail provided in the application.

In summary, the application is scant on details and has no clear plan for future development of the 90-acre proposal considered in the application or of the 68-acre parcel to which road connectivity would be achieved. This application represents a piecemeal approach to a potentially significant development spanning the City limits and the Area of Impact. Given all of the above concerns, we urge you to consider this application incomplete until a comprehensive plan with appropriate timeline, phasing, and legal and financial guarantees is submitted and can be reviewed and evaluated.

Thank you for your consideration of our concerns.

Submitted on behalf of:

Doug Campbell
648 Brady Drive

Dave Carter
656 Douglas Drive

Melissa and Todd Daniels
656 Brady Drive

Mac Keller
751 Stockton Drive

Karl Lindstrom
650 Woodlands Drive

Dawn Matus and Ken Enochs
608 Woodlands Drive

Sheree Sonfield and Bob Bechaud
664 Woodlands Drive

Pattie Soucek
615 Woodlands Drive

Gary Thompson
300 May Road

Pam and Mike Wissenbach
280 May Road

Marcia Witte
669 Woodlands Drive

From: sherpa [REDACTED]
Sent: Wednesday, May 6, 2026 5:13 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: Re: Pine Creak Ranch South Subdivision proposed roadway expansion

thanx and if one page email you will accept after 5?

On Wednesday, May 6, 2026 at 05:06:06 PM MDT, Cynda Herrick <cherrick@valleycountyid.gov> wrote:
Hello,

Anything over one page should be submitted by 5:00 p.m. According to our ordinance. But if you get it here tonight I will add to the staff report.

Cynda Herrick, AICP, CFM
Valley County
Planning and Zoning Director
Floodplain Coordinator
PO Box 1350
Cascade, ID 83611
(208)382-7116

"Live simply, love generously, care deeply, speak kindly, and leave the rest..."

*S*ervice *T*ransparent *A*ccountable *R*esponsive

From: sherpa [REDACTED]
Sent: Wednesday, May 6, 2026 4:53 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Cc: Kerstin Dettrich <KDettrich@valleycountyid.gov>; Pam Wissenbach <[REDACTED]>
Subject: Re: Pine Creak Ranch South Subdivision proposed roadway expansion

Hello Cynda-- i am attaching in several emails to follow to be added as an addendum to my original letter in regards to the pine creek proposal--- there are photo shots of various stages of use on stockton-- this first series is my discovery after being gone a month and i left just as county roads had big grater come thru and did stockton-- with just the current traffic of residents and various delivery and service vehicles here is some wear and tear--- you can imagine with pine creek using stockton exclusively for all the construction vehicles it will only get worse... so following email will be the lingering toxic dust clouds that plague all of us that border stockton

On Monday, April 13, 2026 at 02:20:40 PM MDT, Cynda Herrick <cherrick@valleycountyid.gov> wrote:

It has been scheduled for May 14, at 4:00 p.m.

I would anticipate a road development agreement for mitigation of impacts to off-site roads.

Thanks, Cynda

Cynda Herrick, AICP, CFM
Valley County
Planning and Zoning Director
Floodplain Coordinator
PO Box 1350
Cascade, ID 83611
(208)382-7116

"Live simply, love generously, care deeply, speak kindly, and leave the rest...."

Service **T**ransparent **A**ccountable **R**esponsive

From: sherpa [REDACTED]
Sent: Monday, April 13, 2026 1:56 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: Re: Pine Creek Ranch South Subdivision proposed roadway expansion

thanx cynda -- i noticed that the pine creek agenda was rescheduled-- and after reviewing the pdf -- there is no mention of what is proposed for stockon dr/rd up to pine creek proposed private road -- or did i miss something or is that something the county will address at the presentation? thanx in advance for your input --- best, Laurence Huie

On Monday, April 6, 2026 at 09:21:25 AM PDT, Cynda Herrick <cherrick@valleycountyid.gov> wrote:

I have received the pictures and your correspondence. The questions should be answered by the applicant.

Cynda Herrick, AICP, CFM
Valley County
Planning and Zoning Director
Floodplain Coordinator
PO Box 1350
Cascade, ID 83611
(208)382-7116

"Live simply, love generously, care deeply, speak kindly, and leave the rest...."

Service **T**ransparent **A**ccountable **R**esponsive

From: sherpa [REDACTED]
Sent: Thursday, April 2, 2026 10:22 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: Re: Pine Creek Ranch South Subdivision proposed roadway expansion

hi cynda-- can you please confirm you received three screenshots i last sent you to attach to my submission -- thanx -- i also asked what does it mean owner will maintain road ? from what point to what point thanx ;... laurence huie

From: sherpa [REDACTED]
Sent: Wednesday, April 1, 2026 12:01 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: Re: Pine Creak Ranch South Subdivision proposed roadway expansion

great... here you go let me know they came through please -- examples of the dust cloud ... thanx cynda -- best, laurence huie-- again what is the owner maintains roadway mean? does it end where his property meets stockton dr or all the way to S Samson trl

On Wednesday, April 1, 2026 at 06:55:52 AM PDT, Cynda Herrick <cherrick@valleycountyid.gov> wrote:
Yes, I can accept a screenshot.

Cynda Herrick, AICP, CFM
Valley County
Planning and Zoning Director
Floodplain Coordinator
PO Box 1350
Cascade, ID 83611
(208)382-7116

"Live simply, love generously, care deeply, speak kindly, and leave the rest...."

*S*ervice *T*ransparent *A*ccountable *R*esponsive

From: sherpa [REDACTED]
Sent: Tuesday, March 31, 2026 6:14 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: Re: Pine Creak Ranch South Subdivision proposed roadway expansion

okay thanx Cynda -- it was a video of cars kicking up the dust and showing the drift pattern that we put up with -- so hopefully my statement gets my point across -- i do want to add after reading the description that owner(s) will be responsible for maintaining the roadway while the right-of-way will be dedicated to valley county --- so question to this is maintaining roadway from where and to? ie from his subdivision only or all of stockton drive to S Samson Trl -- that is not clear -- thanx again --- could you accept screen shots of the video ?

On Tuesday, March 31, 2026 at 03:29:34 PM PDT, Cynda Herrick <cherrick@valleycountyid.gov> wrote:

I can't open the attachment. If it is a video, it is difficult to put that in a packet of information for the P&Z Commission.

Cynda Herrick, AICP, CFM
Valley County
Planning and Zoning Director
Floodplain Coordinator
PO Box 1350
Cascade, ID 83611
(208)382-7116

"Live simply, love generously, care deeply, speak kindly, and leave the rest...."

*S*ervice *T*ransparent *A*ccountable *R*esponsive

From: sherpa [REDACTED]
Sent: Tuesday, March 31, 2026 2:18 PM

To: Cynda Herrick <cherrick@valleycountyid.gov>

Subject: Fw: Pine Creak Ranch South Subdivision proposed roadway expansion

sorry misspelled email address -- let's try this again

----- Forwarded Message -----

From: sherpa [REDACTED]

To: cherrick@vallecountyid.gov <cherrick@vallecountyid.gov>

Cc: Pam Wissenbach [REDACTED]

Sent: Tuesday, March 31, 2026 at 01:07:14 PM PDT

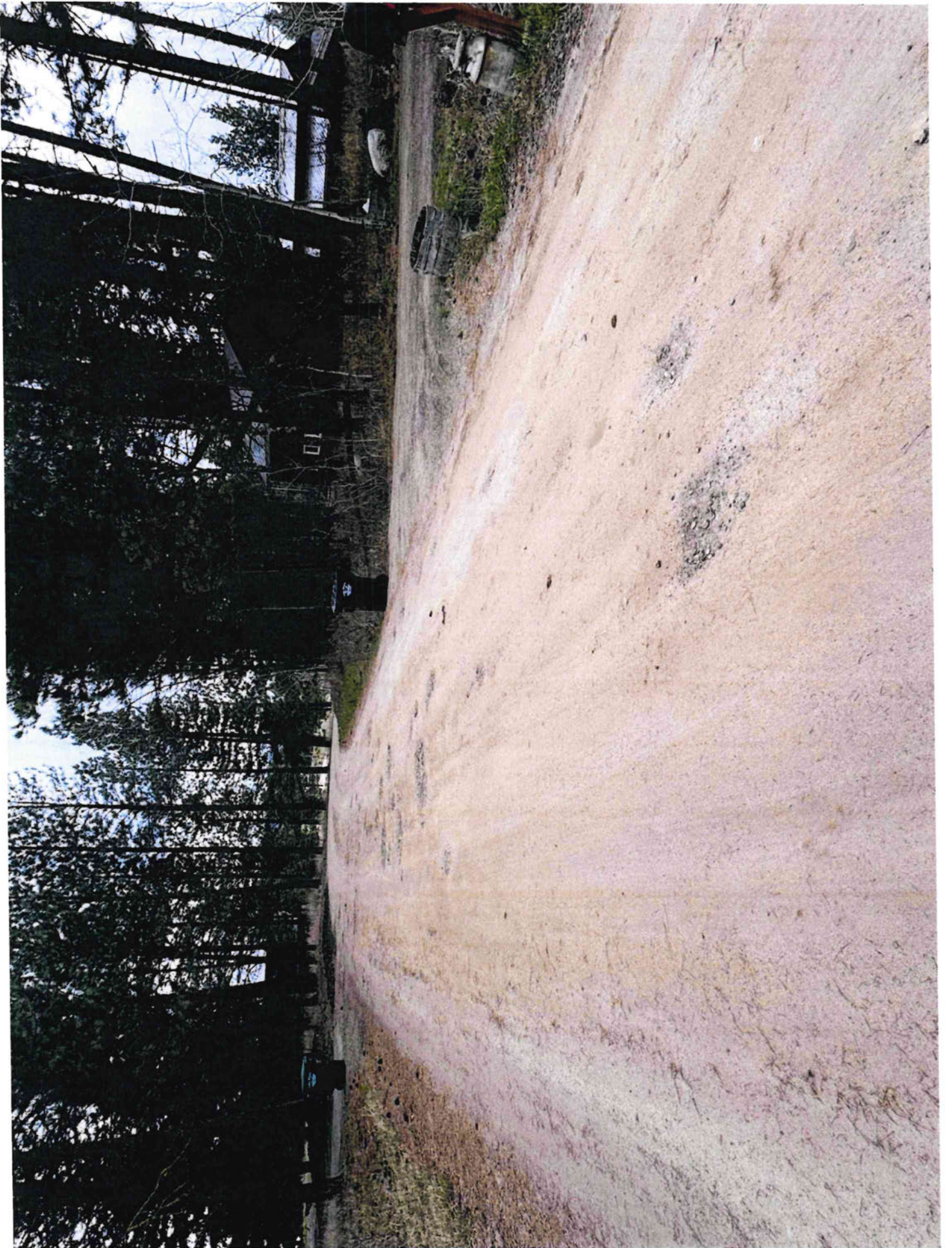
Subject: Pine Creak Ranch South Subdivision proposed roadway expansion

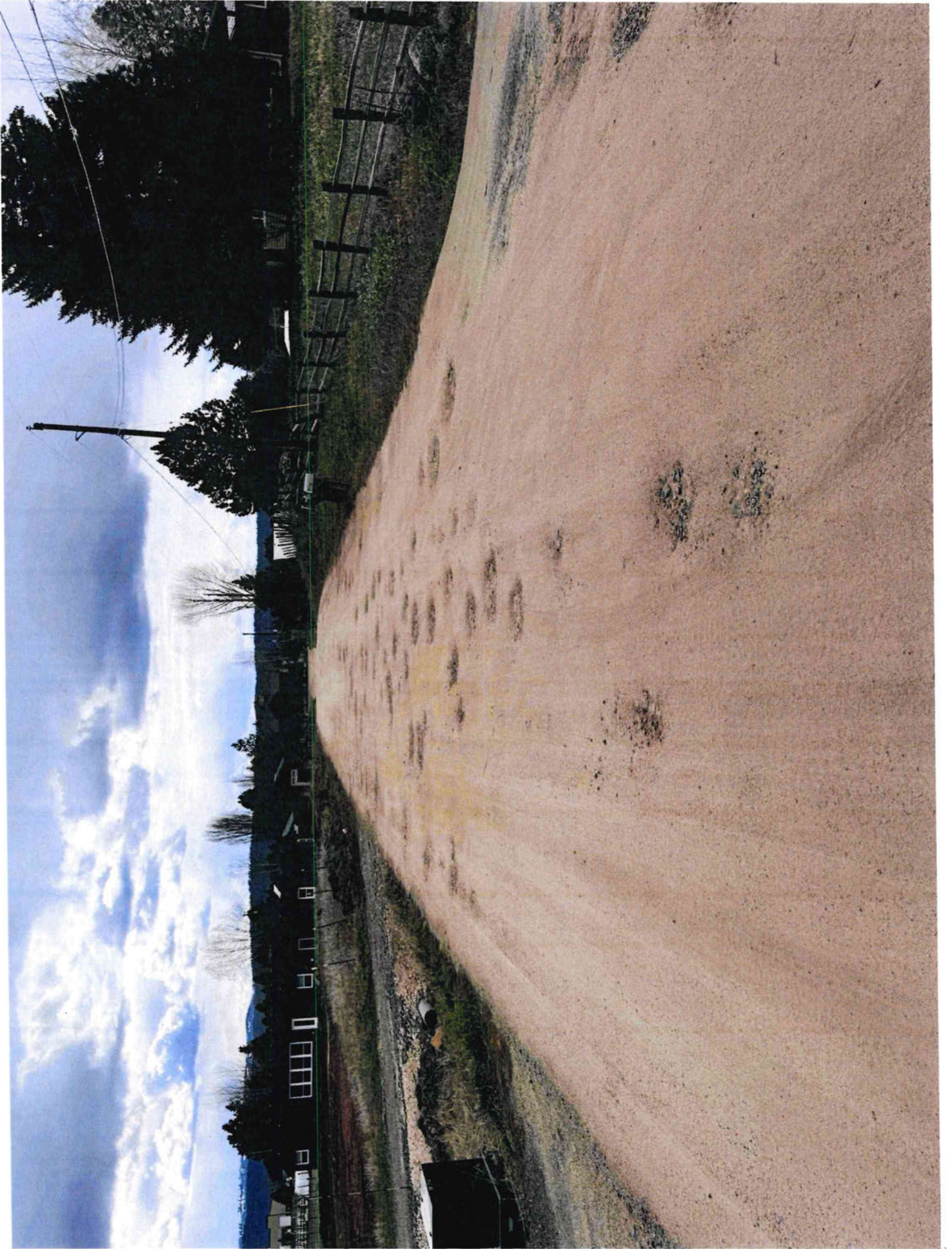
Dear Cynda Herrick;

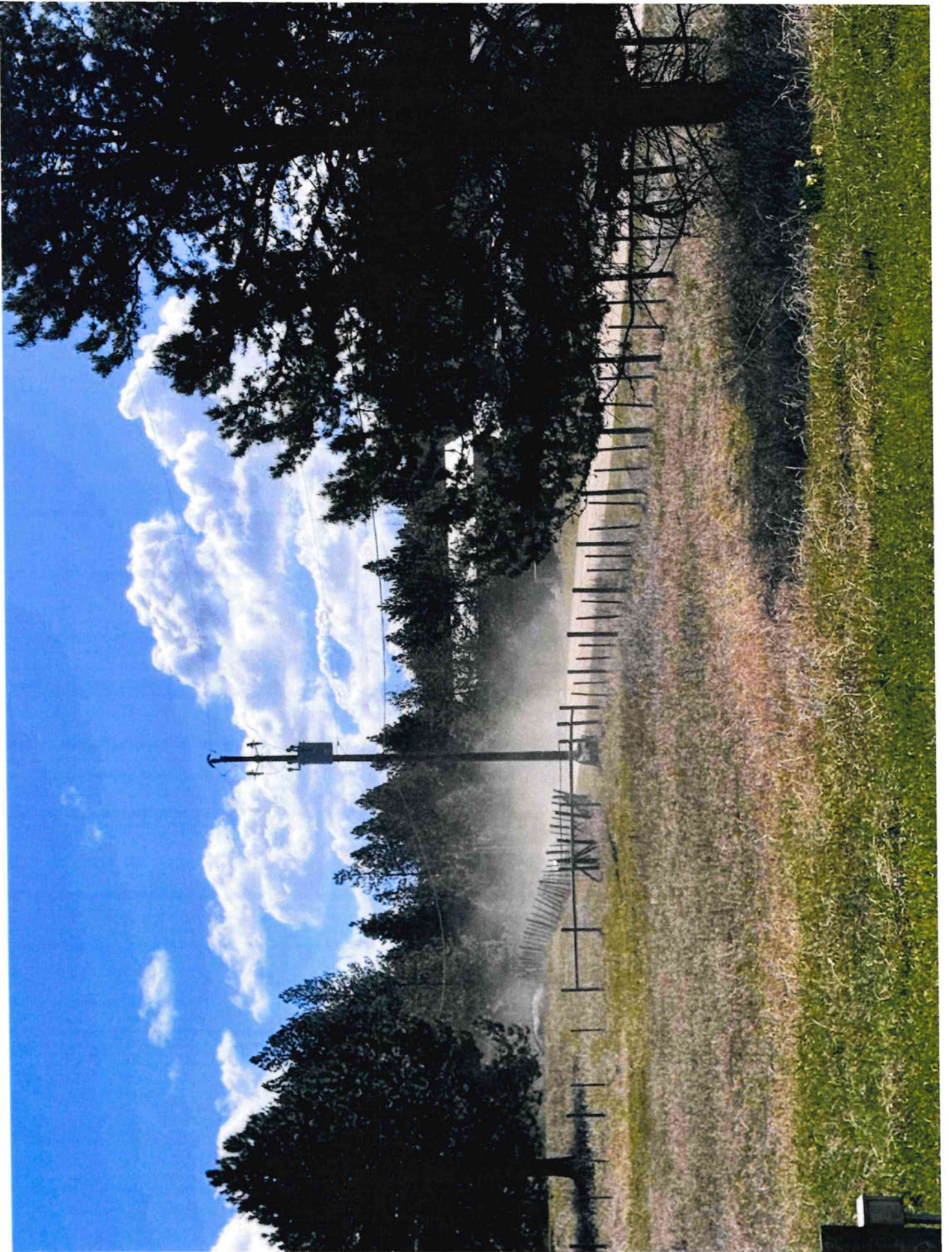
I am writing in regards to Developer Groves request to have the Stockton Dr road expanded to his Stockton Court access to future development of the woodlands 3 parcel but also future of the Stockton property of 90+ acres. My property is at the north corner of South Samson Trl and Stockton Dr and while the developer says the proposal for the pine creek area is off the table for now -- it will be in the future ... right now Stockton Dr is a small feeder road with a dozen or more residents that utilize the road currently and though it is stated to have 15 mph speed limit only a handful of residents actually respect that limit. The road does take a beating with potholes on this dirt road -- with extensive future use especially as a utility road for all Developers construction vehicles over the next 5-10 years it will only get worse-- I and the resident above me at the corner of May Dr -- The Ball resident , seems to get the highest impact from cars and the amount of dust that blows across our properties being the wind blows south to north -- this is perpetuated by the downward slope of the road towards S Samson Trl -- this to me is my biggest concern from a health and environmental perspective -- the other would be the volume of construction traffic as well as potentially future increased residential traffic... I do have video of the dust cloud of passing cars or delivery vehicles -- i think you and the commission would agree if you lived on this drive you would be opposed to this access --- you could request that paving the road at the developers/county expense would be a workable solution... thanx in advance for considering my opinion-- best, Laurence Huie 375 S Samson Trl

PS i have attached screenshots of video of dust hazard on Stockton Dr



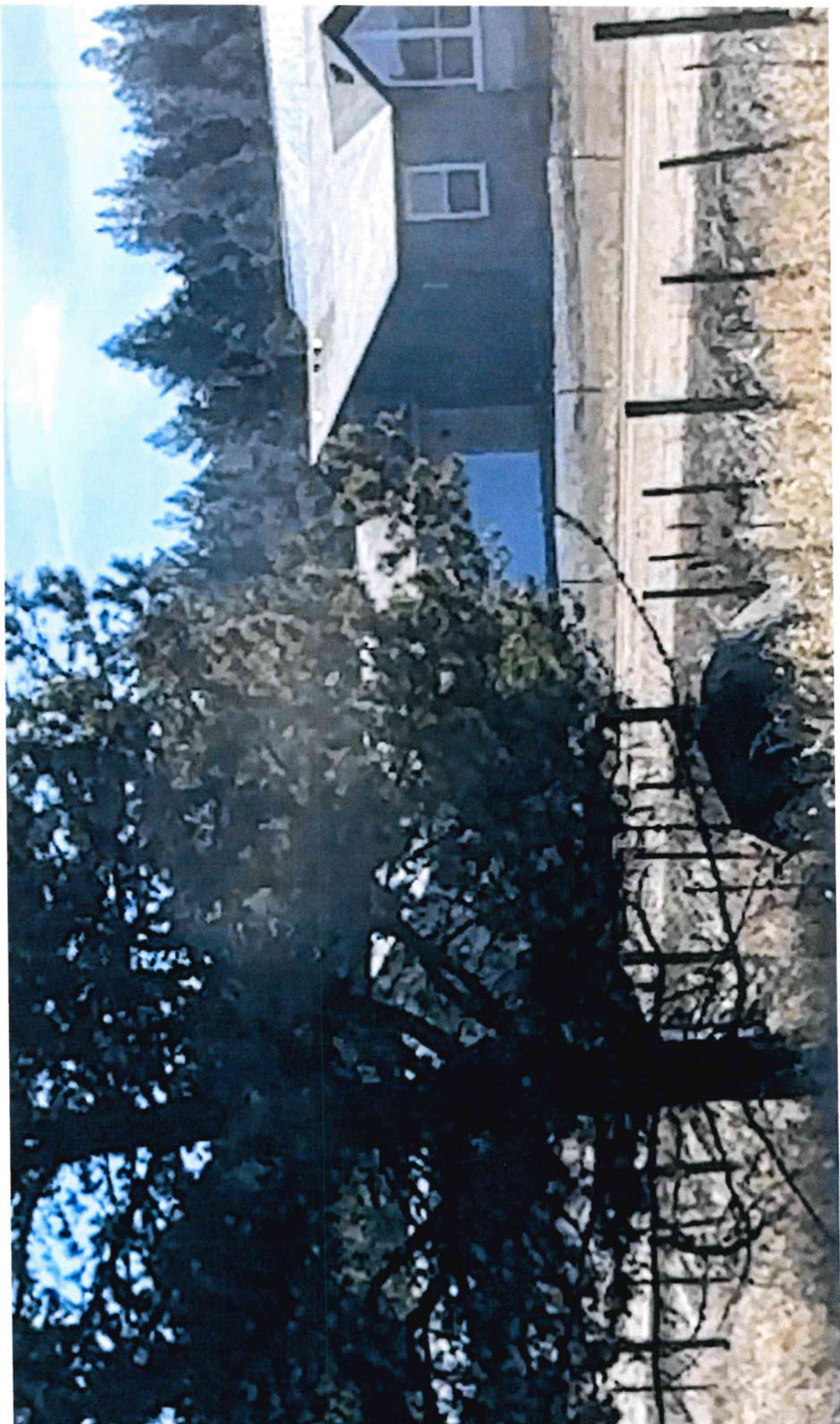












From: Marcia Witte [REDACTED]
Sent: Thursday, April 16, 2026 10:26 AM
To: Cynda Herrick
Cc: Michelle Groenevelt; rcgroves; Lori Hunter
Subject: Re: PCR-South subdivision application

Hi Cynda -

The owner applied for and was denied annexation into the sewer district.

Thanks,
Marcia

From: Cynda Herrick
Sent: Thursday, April 16, 2026 9:54 AM
To: Marcia Witte [REDACTED]; Michelle Groenevelt; rcgroves
Cc: Lori Hunter
Subject: Re: PCR-South subdivision application

Marcia,

I should have also added that the principal land use is currently residential...

Cynda Herrick, AICP, CFM
Valley County
Planning and Zoning Director
Floodplain Coordinator
PO Box 1350
Cascade, ID 83611
(208)382-7116

"Live simply, love generously, care deeply, speak kindly, and leave the rest..."

Service T ransparent A ccountable R esponsive

From: Cynda Herrick
Sent: Thursday, April 16, 2026 9:50 AM
To: Marcia Witte [REDACTED]; Michelle Groenevelt; rcgroves
Cc: Lori Hunter
Subject: Re: PCR-South subdivision application

Hello Marcia,

That is correct. I thought the applicant had applied for annexation previously...and was not annexed.

I have cc'd the city and the applicant on this email to get their response. I know the city is aware of this development.

7-1-5: APPLICATION FOR ANNEXATION REQUIREMENT:

When property located within the McCall impact area is contiguous to the City of McCall and the owner or their agent desires to change the principal land use, the owner must first apply for annexation into the city. A property owner may not purposefully circumvent this requirement by creating a strip of undeveloped land, as determined by the administrator of Valley County. If the annexation is denied, then the owner may proceed with an application to Valley County in accordance with this agreement.

Thanks, Cynda

Cynda Herrick, AICP, CFM
Valley County
Planning and Zoning Director

Floodplain Coordinator
PO Box 1350
Cascade, ID 83611
(208)382-7116

"Live simply, love generously, care deeply, speak kindly, and leave the rest...."

Service **T**ransparent **A**ccountable **R**esponsive

From: Marcia Witte [REDACTED]
Sent: Thursday, April 16, 2026 9:42 AM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: PCR-South subdivision application

Hi Cynda -

I have one more question for you regarding the PCR-S subdivision application. The parcel is within the new area of impact, and I'm wondering if VCC 7-1-5 applies? That is, does the application change the principal land use, and does the applicant need to first apply to the City for annexation before applying to VC?

Thanks,
Marcia

From: Tim Thomas <tim@livingwatersllc.com>
Sent: Friday, April 10, 2026 1:25 PM
To: Jamie Parker [REDACTED] Cynda Herrick <cherrick@valleycountyid.gov>
Subject: Re: SUB 26-005 Pine Creek Ranch South

Hi Cynda

I wanted to share a few photos showing the beginning of the proposed easement from the 90-acre parcel toward the road connection near Fox Ridge Lane.

From what I have observed, this area appears to be a wetland and an important natural feature. It regularly serves as a watering area for deer, elk, and other wildlife. Because of this, I believe it is important that this area be carefully evaluated and protected as part of the planning process.

I am concerned that development or road construction in this location could impact both the wetland and the wildlife that depend on it. I have attached photos for your reference and would appreciate that they be considered as part of the review for this proposal.

Thank you for your time and consideration.

Tim Thomas
Living Waters Plumbing & Mechanical, LLC
Cell: (907) 202-1038
Office: (907) 231-6034
tim@livingwatersllc.com
www.livingwatersllc.com
3405 East Tudor Rd
Anchorage, AK 99507

From: Jamie Parker [REDACTED]
Sent: Friday, April 10, 2026 9:13 AM
To: cherrick@valleycountyid.gov <cherrick@valleycountyid.gov>
Subject: SUB 26-005 Pine Creek Ranch South

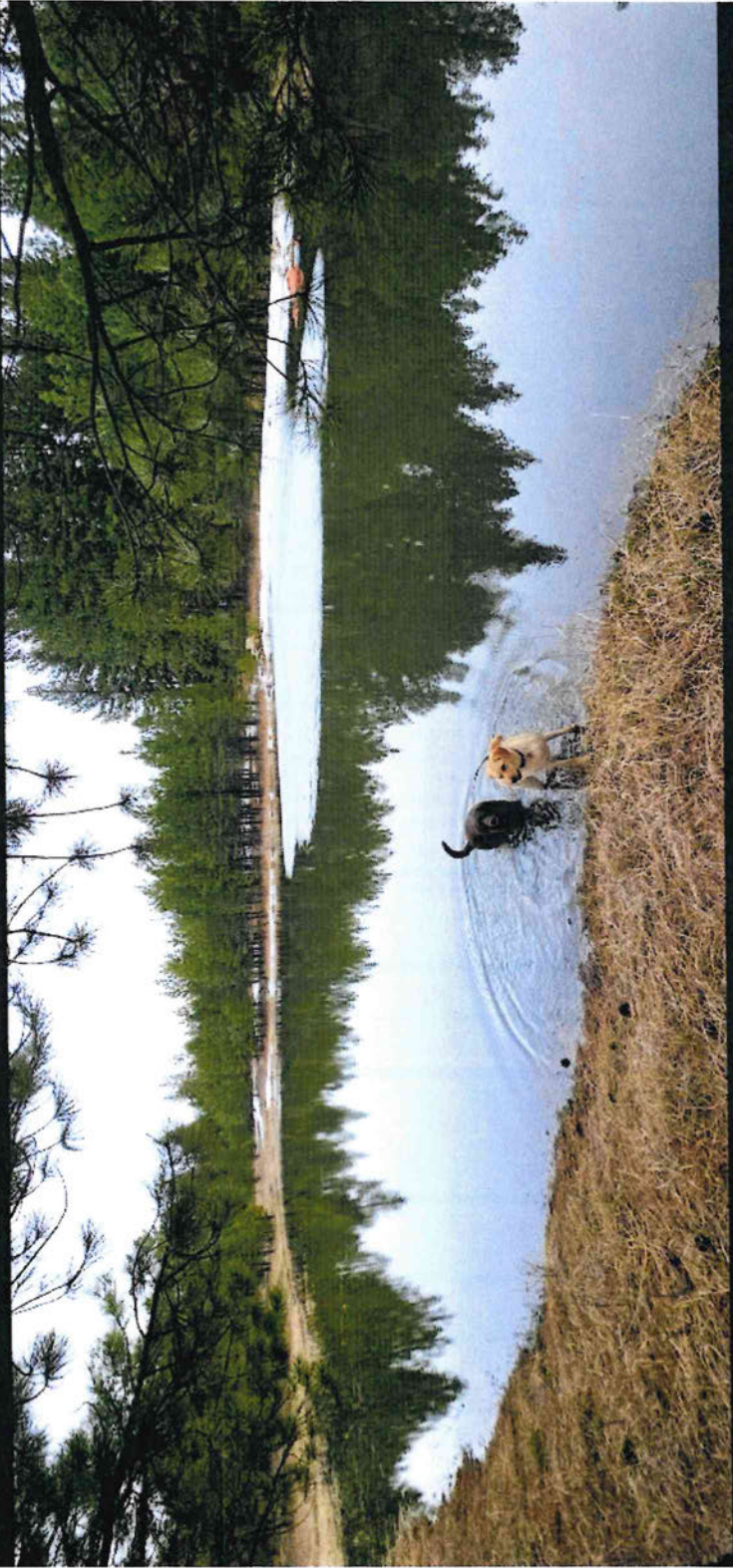
Good morning Cynda -

Attached is a letter from the Fox Ridge neighborhood regarding our concerns with the proposed Pine Creek Ranch South development (SUB 26-005).

Thank you

Jamie Parker
621 Fox Ridge Lane
McCall, ID







To: Cynda Herrkick, Valley Planning and Zoning Director

Cc: Kerstin Dettrich, Meredith Todd, Morgan Stroud, Nathan Stewart, Michelle Groenevelt

April 10, 2026

Dear Cynda –

This letter is on behalf of the Fox Ridge subdivision in regards to SUB 26-005, application for the Pine Creek Ranch subdivision. We realize there is a public hearing scheduled with Valley County Planning and Zoning Commission on May 14, 2026 but we want our concerns known prior to that meeting.

The application proposes development of four parcels, an all-weather gravel road, and a dead-end street within the Stockton 90 property which is in the newly defined Area of Impact. The Stockton 90 property is adjacent to the Fox Ridge subdivision on the east side of our neighborhood.

The developer is proposing building a road across the Stockton 90 property to provide secondary access to his proposed development on 68 acres adjacent to the current Woodlands subdivision. The road would also provide access to the four development parcels, but nowhere in his application does he state how many houses would be constructed on the 90 acres so it seems like it's premature to ask the county to approve a road without knowing if it will meet the future needs of the Pine Creek Ranch South development. The developer was denied annexation by the Payette Lakes Recreational Water and Sewer District. He stated at a recent neighborhood meeting that he had no plans to develop the Stockton 90 anytime soon but was looking into building his own treatment plant and reapplying to PLRSWD for water hookups. His original proposal was to build 360 houses on the 90 acres – is that still his plan? Would this proposed road be sufficient to service that many houses? And how many additional roads will be built off this original road to service residences in the development?

There is an easement from Fox Ridge Lane to the Stockton 90 property which is included on the Crestline Engineers Figure 1 attachment to the application. What is the intent of the developer regarding that easement? Does he foresee asking the City of McCall to build a road to connect Pine Creek Ranch South development to the Fox Ridge subdivision? A traffic study needs to be done to analyze the impacts of additional traffic in Fox Ridge, The Woodlands and on Samson Trail. Traffic related to the middle and elementary schools which are located between the Woodlands and Fox Ridge subdivisions can be a mess, particularly during morning drop-off hours. Agreeing to add an unknown number of cars from additional residents from the Pine Creek Ranch development to narrow streets which are frequently used by cyclists, pedestrians, and children going to and from school seems unwise.

The proposed easement is adjacent to a pond and there are other environmental concerns on the Stockton property. Will the county require any type of environmental assessment prior to approving the application?

The proposal is for private construction of the Pine Creek South Road and maintenance would be the responsibility of the developer “until future utilities are installed with the goal of paving the roadway and releasing it to Valley County for public maintenance after paving”. Without a timeline for development of the Stockton 90 property, it again seems premature to approve the application without additional specifics.

It appears this proposed development is being piecemealed between the county and the City of McCall. This is a large development with the potential for significant impacts to both the environment and the existing neighborhoods. We urge you to slow down and do a coordinated approval process with the City of McCall.

Thank you for your consideration.

Submitted on behalf of:

Dawn Cardwell and Scott Sword
633 Fox Ridge Lane

Sheri and Jason Class
174 Fox Lane

Heidi and Matt Galyardt
Sandy Schlotterbeck
637 Fox Ridge Lane

Jill and Chris Gaughan
683 Fox Ridge Lane

Joan Heider
629 Fox Ridge Lane

Erin Hurley
645 Fox Ridge Lane

Lindsey and Sam Jensen
634 Fox Ridge Lane

Michelle and Craig Johnson
609 Fox Ridge Lane

Robert and Madeline Johnson
150 Fox Lane

Kelsey and Adam Jorck
625 Fox Ridge Lane

Suzanne Mack and Jason Lawhorn
166 Fox Lane

Jamie Parker
621 Fox Ridge Lane

Fabio Pellizzer
664 Fox Ridge Lane

Craig and Cheryl Rabe
686 Fox Ridge Lane

Bruce and Gail Rankin
675 Fox Ridge Lane

Ed and Karen Taylor
690 Fox Ridge Lane

Ryan Taylor
155 Fox Lane

Shawna and Tim Thomas
656 Fox Ridge Lane

From: Kristen McCoy [REDACTED]
Sent: Monday, March 30, 2026 8:00 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: SUB 26-005 Pine Creek Ranch South Subdivision - Preliminary Plat

Cynda and County Commissioners,

Thank you for providing information on the proposed preliminary plat application at 389 Stockton Court. I am writing to formally oppose the application, specifically the proposal to establish a permanent public right-of-way with a privately maintained access road for the Pine Creek Ranch South Subdivision.

While this may seem like a relatively small step, it's clear the intent is to provide connectivity to the parcel to the north and to satisfy anticipated secondary access requirements for future development within the City of McCall. This is my primary concern—the roadway is being put in place to enable future development that has not yet been fully reviewed or approved. If this roadway is truly necessary, it should be evaluated as part of a complete development proposal, not in advance of it.

From a planning perspective, this feels like one piece of a much larger project moving forward independently, rather than as part of a comprehensive evaluation. Valley County Code requires that approvals be consistent with the Comprehensive Plan and that adequate public facilities and infrastructure are in place to serve development. In this case, infrastructure is being established ahead of a full understanding of what it will ultimately need to support.

I am also concerned about the long-term public obligation this creates. Even if the road remains privately maintained in the near term, designating it as public right-of-way sets the expectation that it will eventually function as part of the public system. That brings future maintenance, upgrades, and service demands that may not be fully funded by the developer. In my view, this conflicts with the intent of ensuring development does not create an undue burden on existing taxpayers.

There is also a broader issue to consider. With portions of the overall development no longer within the City of McCall's Area of City Impact, this creates a situation where approvals can occur incrementally, without a complete understanding of cumulative impacts. Approving this right-of-way now makes it easier for future phases to move forward without the same level of review.

Based on these concerns, I do not believe this application meets the intent of the County's approval criteria—particularly related to public interest, infrastructure adequacy, and long-term fiscal responsibility.

I would also ask, that in these areas where parcels of one development abut parcels within City limits, I ask that coordination and collaboration with the City is at the forefront to understand the full scope of these projects.

For these reasons, I respectfully request that you deny the application.

Thank you,
Kristen McCoy

From: Iryna Nelson [REDACTED]

Sent: Tuesday, April 14, 2026 1:02 PM

To: Cynda Herrick <cherrick@valleycountyid.gov>; mtodd@mccall.id.us
<mtodd@mccall.id.us>

Subject: Public Comment: Opposition to Through-Traffic Connectivity – Pine Creek Ranch / Woodlands 3, from: Iryna Nelson and Brian Nelson

Dear Commissioners and Planning Staff,

I am writing as a resident of the Woodlands community to formally express my strong opposition to any proposed public street connectivity between the new Pine Creek Ranch development and the existing Woodlands 3 neighborhood

Opening our quiet, residential cul-de-sacs (such as Brady Drive, Douglas Drive, or Woodlands Drive) to through-traffic from a 178-unit development creates significant safety risks for our families and children. Our current infrastructure was never designed to handle such a high volume of transit traffic.

I strongly urge the Commission to require the following conditions for any approval:

1. **Emergency Access Only (EVA):** Any connection between the two developments must be restricted strictly to emergency vehicles.
2. **Physical Barriers:** This connection should be secured with permanent, lockable bollards or a gate accessible only by the McCall Fire District (via Knox Box or Opticom).
3. **Primary Access via Deinhard Lane:** All residential and construction traffic for Pine Creek Ranch must be routed through Deinhard Lane or other arterial roads, not through our local neighborhood streets.

Thank you for your time and for considering the safety of McCall residents.

Iryna and Brian Nelson
663 Woodlands dr
McCall ID 83638

Cynda Herrick, AICP, CFM
Planning & Zoning Director
PO Box 1350
Cascade, Idaho 83611



Dear Ms. Herrick,

I am writing in opposition to the Pine Creek Ranch application to create a privately maintained, gravel access road through the parcel at 389 Stockton Court.

The developer states the primary purpose of the application is to connect to the 68 acres he plans to develop in the City of McCall, which he is calling Woodlands 3. The developer has submitted an application to the McCall P&Z for a PUD to build 176 residences adjacent to the current Woodlands development.

The planned development has met with strong written and vocal opposition in previous required meetings with the community. There is no guarantee the McCall P&Z will approve the PUD. This makes the application for the access road a possible moot point.

The application for the access road should be denied by Valley County, until the entire PUD process for Woodlands 3 is approved by the City of McCall.

Why should the residents in the area of construction of the road be subject to construction noise and environmental concerns when the Woodlands 3 PUD may be denied or delayed? The developer states his construction timeline for the road would begin this year (2026) and possibly continue into 2027. It is conceivable the PUD would not be approved until well past this timeline. At the very least, construction of the road should be contingent upon the approval of the Woodlands 3 PUD by the City of McCall.

Furthermore, I have a major issue with the access road being privately maintained. Our house is in the City of McCall on a City maintained road, which we appreciate.

Why should the residents of the current Woodlands, who all live on public roads, be dependent on a private person to maintain a road the developer says will improve safety for Woodlands residents. I do not like a private individual, who I do not personally know, being responsible for my safety. Who do we contact if there is an issue with the road not being plowed in the the winter or there is a downed tree blocking the road? Who, in the County, makes sure the developer maintains the road in proper condition? Who do we contact if we have complaints about road conditions such as dust abatement?

If approved, this road should be paved and maintained by Valley County.

This road is not suitable for its stated purpose.

While the road may create connectivity to the developer's Woodlands 3, it's not reasonable that the new residents of Woodlands 3 and the current residents of the Woodlands would use the new road to drive into town or even to drive south. They will all use Woodlands Dr. Why would a person driving into town, drive south on the new gravel road, continue onto graveled Stockton Court and make a 90 degree turn onto Stockton Dr, also graveled and pot hole filled. The total distance just back to Samson Trail So. and Deinhard is close to 2 miles. The connectivity statement, while true, is disingenuous.

Even if the new road is used for emergency ingress and egress, it is still unsuitable for vehicles coming from the McCall Fire Department or Police Department due to its distant location and gravel construction.

The Pine Creek Ranch – Subdivision Application to Valley County Planning & Zoning dated February 23, 2026 from Crestline Engineers states the applicant's desire to not prepare a wildfire mitigation plan. Apparently, this **must** be completed according to the Valley County Planning and Zoning application form. The application appears to be ambiguous in this regards. The application states there is no plan for any fire hydrants, buried tanks or water supply to help suppress potential fire. The developer touts the new gravel road a secondary ingress and egress for emergency vehicles and residents. Yet he plans for no water supply along the route in case of wildfire. This can not be a valid wildfire mitigation plan. If the new road is approved, it should include some form viable water supply in case of wildfire.

We respectfully request the Valley County Planning and Zoning deny the applicant's conditional use permit request.

Tom and Kathy Kilgore
McCall, Idaho

Valley County Planning and Zoning Commission
219 N Main Street
Cascade, ID 83611



Re: Opposition to Privately Maintained Gravel Road Application

Dear Commissioners,

I am writing to respectfully request denial of the application for a privately maintained gravel road associated with the proposed development on approximately 68 acres. This request is based on the application's failure to meet the County's approval criteria, particularly as it relates to public interest, infrastructure adequacy, and long-term fiscal responsibility.

Public Health, Safety, and General Welfare

The proposed gravel road is intended to facilitate future development on the subject property; however, those development plans have not yet been fully reviewed or approved. Approving access infrastructure in advance of a comprehensive development review is premature and does not allow for a complete evaluation of the project's impacts.

Additionally, the privately maintained gravel road appears to be an attempt to satisfy public road access requirements for a proposed 176-unit development. This approach does not meet the access standards outlined in McCall City Code 9.3.04(K), which governs roadway requirements for developments of this scale.

The application itself is part of a broader development proposal, as detailed in the submitted materials (available at Woodlands McCall Application Document). As such, this road proposal should be evaluated in coordination with the City of McCall and in the context of the full development plan—not as a standalone, preliminary component.

Infrastructure Impacts

The application does not adequately evaluate the impacts of the proposed gravel road on Stockton Court, Stockton Drive, or surrounding neighborhoods. Increased traffic, particularly from construction activity, raises concerns regarding road capacity, safety, and long-term wear.

The proposal indicates that the road will be privately maintained; however, it lacks clarity regarding who will be responsible for maintenance, how such responsibility will be enforced, and what remedies will be available if maintenance obligations are not met. This uncertainty raises significant concerns about long-term reliability and potential burden on public resources.

Furthermore, the applicant has previously indicated that all construction traffic for the proposed development would utilize this gravel road and Stockton Drive. This would likely result in substantial disruption to existing residents and infrastructure that has not been designed to accommodate such use.

Potential impacts to water resources also require closer examination. The proposal does not sufficiently address how the development may affect existing water users, including downstream users and those relying on wells and septic systems in adjacent neighborhoods. These concerns must be carefully weighed alongside the increased demand for firefighting capacity and residential water supply associated with a development of this scale.

Ecological Impacts

The proposal also raises serious concerns regarding ecological impacts, particularly the presence of wetlands within or near the project area. Wetlands are federally protected resources and play a critical role in water filtration, flood control, and ecosystem health.

Construction and ongoing traffic associated with a privately maintained gravel road through or near these areas could result in degradation of sensitive habitats, disruption of natural drainage patterns, and long-term environmental damage. The potential for sediment runoff, erosion, and pollution impacting these ecological systems must be thoroughly evaluated.

Allowing infrastructure that facilitates heavy construction traffic through or adjacent to wetland areas, without comprehensive environmental review and coordination with appropriate regulatory agencies, poses significant risks that are not adequately addressed in the current application.

Long-Term Planning and Community Impact

I would also like to raise a broader question for the Valley County Planning and Zoning Commission regarding the precedent this application may set. The intent behind this proposal appears evident, and the Commission's position at this stage will signal how future land use applications of this nature will be evaluated, and ultimately, what kind of community this region is intended to become.

I believe the Commission can recognize and see through what appears to be a bait-and-switch approach, where large-scale infrastructure is introduced incrementally under the designation of "privately maintained roads." This proposal raises concern as a potential access point not only for the currently referenced development, but also for a broader buildout including 176 units associated with "Woodlands 3" and additional homes on Stockton 90. Evaluating this road in isolation risks overlooking its true scope and long-term implications.

The long-term implications of development at this scale, if not carefully and comprehensively planned, could place significant strain on critical infrastructure, including sewer and water systems, while also impacting the character and livability of the community as a whole. These are not short-term considerations, but decisions that will shape the area for decades.

I respectfully urge the Commission to take a firm and principled stance against piecemeal or insufficiently evaluated planning approaches. Growth can be beneficial, but only when it is done responsibly, with proper infrastructure planning, adherence to established standards, and a clear commitment to the long-term health and sustainability of the community.

Conclusion

For the reasons outlined above, the application does not meet the County's standards for approval. It raises unresolved concerns related to public health and safety, infrastructure adequacy, ecological protection, and long-term fiscal and maintenance responsibility.

Accordingly, I respectfully urge the Commission to deny this application.

Thank you for your time and consideration.

Sincerely,

Emma and Clint Barnett

From: Ryan Marquez <[REDACTED]>
Sent: Wednesday, April 22, 2026 6:49 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: SUB 26-005

Hello,

I am opposed to this subdivision as contemplated for the following reasons. Action should be taken to deny the application or adjust it so the concerns are alleviated.

Public Health, Safety and General Welfare:

- The gravel road is to enable the applicant's future development on the 68 acres, yet such development plans have not yet been fully reviewed or approved.
- The privately maintained gravel road is an attempt to meet public road access requirements for the 176-unit development. This does not meet the access requirements of McCall City Code 9.3.04 (K).
- This gravel road proposal is part of the applicant's development plan for 176 units and should be evaluated in coordination with the City, not in advance of the major portion of the development plan.

Infrastructure Impacts:

- The privately maintained gravel road's impact on Stockton Court/Stockton Drive and surrounding neighborhoods, has not been evaluated.
- The application states that the gravel road will be privately maintained. With whom will a maintenance agreement be signed, and what will be the remedy if the landowner fails to maintain the road to a proper standard?
- The applicant has previously stated that all construction traffic for proposed development on the 68 acres would utilize this gravel road and therefore Stockton Dr.
- Potential impacts to existing water users in the area must be looked at much more closely. The impact on downstream and well/septic users in the adjacent neighborhoods should be taken into account versus potential firefighting and residential water resource needs.

Thanks,
Ryan

From: [REDACTED]
Sent: Friday, April 24, 2026 12:49 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: UB 26-005 Pine Creek Ranch South

Hi Cynda-

My wife and I have owned our home in The Woodlands since 1998. We have enjoyed our time as owners of this property and the subdivision. There are currently 118 lots in The Woodlands and only one road in to and out of the subdivision. We are very much opposed to having further development adjacent to The Woodlands. A gravel road as proposed by the developer does not make a bit of sense. If this development is approved do you really think new owners would use a gravel road or a paved road to get to their property? My guess would be a paved road which would mean more vehicle traffic through The Woodlands on that one road in to and out of The Woodlands. This would be a major hazard for all homeowners.

If Pine Creek wants to develop let them figure out a way for traffic to get in to and out of Pine Creek WITHOUT having access and to our only road to get in to and out of The Woodlands.

Thank you for your time.

Walt Czarniecki
Homeowner
The Woodlands

From: McCall Keller [REDACTED]
Sent: Saturday, April 25, 2026 7:03 AM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: Pine Creek Ranch Stockton Road

Commissioners,

I live with my wife and two kids under the age of 6 at 751 Stockton Drive.

I am writing in opposition of the proposed road and and subdivision of the Stockton 90 parcel. In a neighborhood meeting, Craig Groves stated that he plans to send 100% of construction traffic for his development down Stockton Drive, which would drastically change the safety and nature of our road.

The proposals that Groves is submitting would open up unknown and unspecified development opportunities that could extend heavy construction traffic on Stockton for decades to come. The impact that this will have on Stockton Drive has not been properly studied. I ask that careful measures be taken to understand the impacts that Groves's proposals will have on Stockton drive and its current residents.

Thank you very much
Mac Keller

From: Shauna Enders [REDACTED]
Sent: Thursday, April 30, 2026 1:16 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: Pine Creek Ranch South

Dear Cynthia,

I'm writing to you as I'm not in favor of Pine Creek Ranch South. A privately maintained gravel road doesn't meet the objective for interest of the public. This road would not be adequate for emergency vehicles and the word private is not defined as something public would be able to utilize. Emergency vehicles weight is exceptional and anything privately maintained would not be kept up. Thus pushing all traffic to woodlands drive. Our community has 118 homes with only 1 egress. Pushing traffic onto Woodlands Dr would not be wise. For your reference, our community road is through a quiet, hard working community, many have small children who play ride their bikes, walk and run up and down the street. The track teams for both the middle school and high school run in our neighborhood because it is a quiet and safe place for the children to practice. Our roads are also utilized by the SPED teachers as they walk their students through the neighborhood. This is evidence that our community is vital in many ways especially for our students, and schools. The privately maintained road does not meet requirements for his planned development. I strongly urge you to deny this request for multiple reasons, some I have mentioned. One thing I would also like you to know when Craig Groves was asked about fires, or the potential of one in his development...he just shrugged and said that people in the woodlands wouldn't get out. Now, we all know we run the risk of fire just because of our location. Craig has no interest in the welfare of our community, nor our location or it's resources. His interest is profit, not the people of valley county. All the residents of the Woodlands, Fox ridge, and those on Stockton road are hard working people who have forged a life here working in sync with others and caring for our land. This is evident when you look at their hands. Please do not destory what we have by allowing this road to come about.

Thank you for your time & consideration

Shauna Enders

From: Melissa and Todd Daniels [REDACTED]
Sent: Saturday, May 2, 2026 3:27 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: Stockton Road Build Out SUB 26-005 Pine Creek Ranch South

Dear Planning and Zoning Commissioners,

The proposed gravel road is intended to support a future 176-unit subdivision on the 68-acre parcel to the north, but that development has not yet been fully reviewed or approved by the City of McCall. This road should not be evaluated on its own. It should be considered as part of the full development plan and in coordination with the City. The road would serve as a second access point for nearly 300 existing and planned units, including those in The Woodlands, with the potential for even more as the nearby 90-acre Stockton parcel is developed. However, no comprehensive traffic study has been provided. A study is needed to evaluate full build-out impacts on the gravel road and downstream routes, including Stockton Court, Stockton Drive, and South Samson Trail, as well as key intersections. It should also identify any required road improvements and clarify who will be responsible for them.

The applicant has stated the road will be used for construction traffic, including heavy vehicles, which adds further impact that should be analyzed. In addition, the road is proposed to be privately maintained, but there is no clear maintenance agreement or enforcement mechanism if standards are not met. Given these gaps, we respectfully ask Valley County Planning and Zoning to deny or defer this application until the full impacts and intended use of the road are properly evaluated as part of the overall development plan.

Thank you for your consideration.

Melissa and Todd Daniels
656 Brady Dr

Valley County Planning and Zoning Commission

Subject: SUB 26-005 Pine Creek Ranch South

May 3, 2026

Dear Members of the Valley County Planning and Zoning Commission,

We are writing to respectfully request that the Commission deny or defer approval of the current application related to the proposed gravel road until further information and analysis are provided to ensure responsible planning and public safety.

The proposed gravel road appears to primarily serve as access for a future 176-unit subdivision planned on the 68-acre parcel to the north. This subdivision has not yet been fully reviewed or approved by the City of McCall. Therefore, evaluation of the gravel road should occur in conjunction with the full 68-acre development plan, coordinated directly with the City, and not in advance of its approval.

Furthermore, this road would ultimately serve as a secondary access route for nearly 300 units (176 proposed on the 68-acre parcel and 118 existing in The Woodlands), with the potential for even more as the Stockton 90 parcel develops. A comprehensive traffic study addressing the full build-out scenario for both parcels must be completed and submitted to the County before proceeding.

The study should evaluate:

The traffic impacts on the proposed gravel road and on downstream roads—including Stockton Court, Stockton Drive, South Samson Trail, and related intersections.

The impact of heavy construction traffic, as the applicant has stated that the gravel road would be the primary construction access route for the proposed 68-acre development.

This analysis is essential to determine whether additional road improvements will be necessary to ensure safety and adequate traffic flow. The Commission should also require clarification as to who will bear responsibility for any necessary infrastructure improvements if they are not assigned to the developer.

Additionally, the application indicates that the gravel road will be privately maintained. Please request clear documentation regarding:

Who will hold the maintenance agreement, and what remedies will be available should the landowner fail to maintain the road to an acceptable standard.

Given these outstanding concerns, approving the gravel road in isolation would be premature. The road's design, purpose, and impacts must be evaluated as part of the comprehensive development plan for both the 68-acre and 90-acre parcels to ensure alignment with City and County planning objectives.

Thank you for your thoughtful consideration of these requests and for your ongoing service to our community.

Sincerely,

Jim and Angela Troy

668 Koski Drive

May 3, 2026

VALLEY COUNTY PLANNING & ZONING

PO BOX 1350, CASCADE ID 83611

We are writing to express our opposition to SUB 26-005 Pine Creek Ranch South Subdivision Preliminary Plat.

1. Per VCC 10-1-4, county P&Z review of the requested conditional use permit cannot occur prior to McCall review of said request due the 90 acre parcel in question abutting the eastern boundary of the McCall city limit, well with the one mile limit stated in the referenced code citation.

10-1-4: PROPERTY WITHIN ONE MILE OF CITY LIMITS:

In those instances when the *subdivision* of land considered by the county planning and zoning commission describes property *situated within one mile outside the limits* or impact area of any incorporated city, *the application shall also be submitted by the administrator to said city for review of the continuity of proposed street patterns, street widths, public infrastructure, drainage provisions or other appropriate standard, and receive a recommendation from the council of said city before a decision is made by the planning and zoning commission.* If no recommendation is given by the city council within forty five (45) days of receipt of an application, it will be assumed that there are no issues with the subdivision. (Ord. 10-07, 8-26-2010).

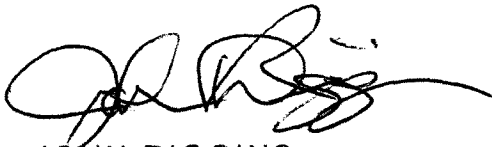
2. The subdivision requested (four development parcels), and gravel road right-of-way is directly tied to the development of 68 acres immediately north of RP18N03E154641 and should only be considered in light of all factors related to that requested 68-acre subdivision, which is within the McCall city limits. Construction traffic for the 176 home subdivision to the north is intended to be directed to use the requested gravel road, which

would require all that traffic to first use Stockton Drive. I doubt the impact of that traffic loading has been properly studied, presented to, or considered by the County. A traffic study should be undertaken and presented prior to the plat application being considered.

3. The gravel road is planned to be privately maintained, yet no evidence of such a maintenance plan has been presented.

Again, we oppose the issuance of a conditional use permit specifically for the above stated reasons, and generally oppose the development of the 68 acre parcel within the city limits and the 90 acre parcel immediately outside the city limits.

SINCERELY,



JOHN RIGGINS



GINGER RIGGINS

Thursday, April 30, 2026



Dear Cynda:

We are writing to express our concerns regarding SUB 26-005 – the subdivision application for Pine Creek Ranch South.

The applicant states that the primary purpose of this application is to create a permanent public right-of-way with a privately maintained 28' wide gravel access road, to connect to the northern parcel, and fulfill the requirement for a secondary access should that parcel be developed. It is premature to create a connection to a parcel for which no development application has been approved by the City of McCall. Without an approved plan, it is impossible to evaluate whether a 28' gravel road built to private road standards would adequately serve future development. As part of the application to the City of McCall for the 68-acre parcel, traffic studies should be conducted to estimate traffic volume on the proposed gravel road, as well as on other affected roads, such as Stockton Court, Stockton Road and Samson Trail and the neighborhoods they serve.

There are several key points in this application that have no data or answers. We feel that it would be very difficult to make a well-informed decision about this road with all the "TBD"s. Without having an approved development plan for either the 68 acres or the 90 acres, we feel that it is not possible to move forward on this application.

In summary, the application is scant on details and has no clear plan for future development of the 90-acre proposal considered in the application or of the 68-acre parcel to which it would be connected. This application for proposed development is clearly a piecemeal approach to a large and significant development that would span the jurisdiction of the City of McCall and Valley County. The potential for significant detrimental impacts is great. Such impacts need to be assessed, and the public must be given the opportunity to review and comment on them.

Thank you for considering our concerns.

Michael and Pam Wissenbach

280 May Road

McCall and Mariah Keller

751 Stockton Drive

David and Laura Crawford

PO Box 121

Elva Torres
631 Stockton

Chris Connolly
331 May Road

Gary S. Thompson, Jr.
300 May Road

Larry Huie
375 S. Samson Trail

Dave and Lewann Ball
375 May Road

Raul De La Rosa
Rocio Garcia
PO Box 2863
(residence is on Stockton)

Bob and Kathy O'Neil
476 Ellis

From: Alice Wright [REDACTED]
Sent: Monday, May 4, 2026 6:23 AM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: In opposition to proposed gravel road (Stockton)

Hi there,

I am writing to express concern regarding the proposed gravel road access associated with the applicant's future development plans close to my neighborhood.

The proposed gravel road appears to be intended to enable the applicant's future 176-unit subdivision on the adjacent 68-acre parcel. However, these development plans have not yet been fully reviewed or approved by the City of McCall. The gravel road access should be evaluated in conjunction with the complete 68-acre development proposal and in coordination with the City, rather than being considered independently or in advance of the larger project review.

In addition, the gravel road would ultimately serve as a second access route for nearly 300 planned or existing residential units, including the proposed 176 units on the 68-acre parcel and the 118 units within The Woodlands, with the potential for additional traffic as the Stockton 90 parcel develops. A comprehensive traffic study should be required before approval. This study should show impacts of the proposed gravel road, but also on other roads and intersections including Stockton Court, Stockton Drive, and South Samson Trail. Necessary road improvements should be clearly identified, and responsibility for funding and completing those improvements must be established.

The applicant has also stated that the gravel road would serve as the primary construction access for the proposed 68-acre development. The traffic study should include analysis of heavy construction traffic impacts on nearby roads and intersections, including safety, dust, noise, and road wear concerns for existing residents.

The application indicates that the gravel road would be privately maintained. The application should address who would be maintaining the road, and what standards would apply.

Thank you for your consideration of these concerns.

Sincerely,
Alice Brown
624 Woodlands Drive

Sent from Yahoo Mail for iPhone

TO: : Cynda Herrick, cherrick@valleycountyid.gov
FROM: Sheree Sonfield, 664 Woodlands Drive, McCall, ID [REDACTED]
DATE: May 4, 2026
RE: SUB 26-005 Pine Creek Ranch South

I respectfully ask that the Commissioners DENY the application because the privately maintained gravel road application does not meet the intent of the County's approval criteria related to public interest, infrastructure adequacy and long-term fiscal responsibility.

I am AGAINST the application because this is piecemealing and project segmentation. There is a larger plan, and separately reviewing only part of a larger plan often obscures and undervalues the cumulative impact, eg increased load on infrastructure, that would be obvious in a comprehensive review of the entire plan.

The application submitted lacks the information for the County to determine the full impact on County services and infrastructure, as well as its full future impact on adjacent property owners.

KEY CONCERNS:

Public Health, Safety and General Welfare:

The gravel road is to enable the applicant's future development of 176 units on an adjacent 68-acre parcel that's within the City limits, yet such development plans have not yet been fully reviewed or approved. It is a piecemeal and segmented approach by the property owner, a strategy that may not serve anyone well, including the property owner.

The privately maintained gravel road is an attempt to meet public road access requirements for the 176-unit development on the 68-acre parcel. This does not meet the access requirements of McCall City Code 9.3.04 (K).

This gravel road proposal is part of the connectivity for the applicant's development plan for 176 units on an adjacent 68-acre parcel in the City. Therefore, this application for a road and 4 parcels should not be evaluated on its own and in advance of and without any consideration of the major portion of the development plan. Given what we know of future development plans, approval of this application may enable a development that is not in harmony with adjacent areas and street patterns, and is a risk to health, safety and general welfare of the public.

Infrastructure Impacts:

The privately maintained gravel road's impact on Stockton Court/Stockton Drive and surrounding neighborhoods, has not been evaluated.

The application states that the gravel road will be privately maintained. Who will bear the costs of maintenance if the landowner or private entity fails to maintain the road to a proper and safe standard? Will the County end up bearing the costs?

The applicant has previously stated that all construction traffic for proposed development on the 68 acres would utilize this gravel road and therefore Stockton Dr. Is Stockton Drive built for this type of traffic, who will pay for any needed improvements and is this safe for those who reside on this road?

Potential impacts to existing water users in the area must be looked at much more closely. The impact on downstream and well/septic users in the adjacent neighborhoods should be considered versus potential firefighting and residential water resource needs.

Without evaluating this application in the larger context of the major portion of this entire development plan, how does anyone know the full impact and cost and who should pay? How do we know the answer to the infrastructure impact question without knowing and reviewing the full development plans?



Valley County Planning and Zoning Commission

219 North Main Street

Cascade, Idaho 83611

Subject: Sub 26-005 Pine Creek Ranch South Subdivision-Preliminary Plat

Honorable Commissioners,

I am writing this letter to urge Commissioners to vote against the approval of the creation of a permanent public right-of-way with a gravel road thru a 90 acre parcel as connectivity to a 68 acre parcel to east of Woodlands neighborhood.

The developer is attempting to create a secondary access to this 68 acre parcel for a proposed 176 unit subdivision proposed as Pine Creek Ranch South : Woodlands 3, yet such development plans have not been fully reviewed or approved by City McCall.

The 68 acre parcel falls under jurisdiction of City of McCall Planning and Zoning and the 90 acre parcel with the proposed gravel access road falls under the jurisdiction of Valley County Planning and Zoning.

I would purportedly state that the Developer is attempting to circumvent a unified approval process for both his 90 acre and 68 acre parcels and trying to get advance approval of a gravel access road as a secondary connectivity to his yet to be approved 176 unit development on the 68 acre parcel under jurisdiction of City Of McCall Planning and Zoning where he has proposed to have primary access to be thru Woodlands development on Woodlands Drive increasing an estimated 1400 trips per day. Woodlands Dr was not developed or intended for that amount of traffic. This would cause great safety hazards, and negatively impact homeowners property values and negatively impact the Woodlands community.

The key issues are the Developer is proposing that primary access to the 68 acre parcel, 176 units be Woodlands Dr. cutting thru a neighborhood that would create very unsafe travel. This would create safety issues for homeowners year round, especially in the winter when snowbanks further inhibit clear vision, persons walking and cycling thru and in and out of the neighborhood and most importantly children walking and riding bikes to the elementary and middle schools just to west of Woodlands development.

This would be a significant increased hazard for those children and parents who currently live there not to mention the increased number of children that would come along with the addition of 176 added units that would walk or ride bikes thru Woodlands to get to the two schools.

Also, a traffic impact study that addresses full build out of both 68 acre and 90acre parcel developments needs to be completed and submitted to both the City of McCall and Valley County planning and zoning authorities to be assured that all roads and intersections impacted have been evaluated and can handle the substantial increased traffic flow safely and adequately.

The Commissioners are urged to not approve this until a fully developed plan is available for review and approval of both the 68 acre and 90 acre parcels so everyone responsible for planning and zoning at both City of McCall and Valley County as well as the Public know what is going to be the result of both developments.

A gravel access road with a secondary agenda for another development certainly should not be approved in advance of, nor not in conjunction of, the 68 parcel development proposed with City of McCall not yet approved.

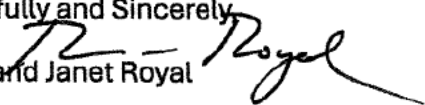
I would urge Commissioners to vote against this attempt to gain a partial foothold in the development process. The Developer should be required to have both parcel plans be fully proposed and be available for contiguous review and approval by City of McCall and Valley County.

A couple alternatives would be 1) have Developer propose and seek approval of **separate and adequate infrastructure for access and egress** for both the 68 acre parcel and the 90 acre parcel that has **ZERO** impact on Woodlands neighborhood and is a fully self sustainable development without connection thru Woodlands; or 2) have the 90 acre parcel annexed into City of McCall so a single jurisdiction can be the governing authority for the development of the parcels so all factors can be managed by that planning and zoning authority to avoid the discontinuity that is presently a problem.

Please feel free to contact me for any further discussion of these issues.

Respectfully and Sincerely,

Russell and Janet Royal



654 Brady Dr.

McCall Id 83638



From: Scott Durham [REDACTED]
Sent: Monday, May 4, 2026 10:27 AM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: Concerns regarding SUB 26-005 Pine Creek Ranch South

Good morning,

I am writing to express my concern regarding the Sub 26-005 Pine Creek Ranch South application. I am against the application.

It seems evident that the gravel road proposed in this application is primarily meant to enable the developer's plans regarding future development of a proposed 176 unit subdivision on the 68 acre parcel to the north and other development plans. None of which have yet to be approved. Segmenting or piecing out parts of larger development plans obscures the overall plan and potential cumulative impacts of all areas of impact concerning the plan.

I respectfully request that the commissioners/counselors deny the application.

Thank you,

Scott Durham
657 Brady Drive, The Woodlands

May 4, 2026

Dear Valley County Planning and Zoning Commissioners,

Please deny the application for SUB 26-005, "Pine Creek Ranch South."

The application states that it is primarily about building a gravel road to secure a required secondary access for a 176-unit residential subdivision in McCall city limits. However, the application for that subdivision ("Woodlands No. 3") is incomplete and has yet to be accepted or reviewed by either McCall's Planning and Zoning Commission or City Council. So, granting approval for SUB 26-005 would be premature. It would put the cart before the horse by allowing for the construction of a road for a subdivision before the subdivision proposal itself is properly vetted — and thereby preempt a thorough assessment of the subdivision in its entirety, including the financial, traffic and infrastructure impacts, and impacts on the health, safety and welfare of the community.

Approval of SUB 25-006 would also lay the groundwork for undefined future development on land next to several established neighborhoods — Stockton Court, Stockton Drive and connecting roads, Fox Ridge and The Woodlands. In addition to the road, the application proposes the creation of four development lots, but it offers no plans, not even a concept, to illustrate what development might consist of. The Impact Report frequently mentions residential construction (see responses to items 4, 5, 11, 12, 13, 14, 15, 16, 20, 21, and the Lighting Plan). The application form says that supporting documents such as a phasing plan and a construction timeline are included, but they aren't in the published submittal. How is anyone supposed to judge the full impacts, financial and otherwise, of this proposal without all of the evidence? Granting permission for a subdivision in a well-populated area that doesn't consist of anything other than a road seems unwise. And it would set a bad precedent.

SUB 25-006 doesn't provide enough information to allow for a thorough evaluation, and it leaves open too many unanswered questions. It would permit piecemeal development that doesn't support comprehensive, orderly, or transparent planning. Please do not approve this application.

Thank you for your attention to this important matter.

Sincerely,

Dawn Matus

From: Louise Laduke [REDACTED]
Sent: Tuesday, May 5, 2026 3:23 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: SUB 26-005 Pine Creek Ranch South

Cynda Herrick , Valley County Planning and Zoning Director:

I am writing to request the Commissioners DENY the application for a privately maintained gravel road through the "Stockton 90" portion of the Pine Creek Ranch proposed development.

I am in agreement with the issues presented in the letters submitted by Sheree Sonfield on May 4,2026, the letter of April 10, 2026 from the Fox Ridge Subdivision and the letter of March 17,2026 from 11 homeowners in the Woodlands subdivision.

The full development plan should be reviewed and approved by both the County and the City of McCall prior to allowing one piece of the development to proceed with so many concerns unaddressed. This will be a very large and consequential housing development for Valley County and the City of McCall. Please take the necessary time to fully examine the entire Pine Creek Ranch/ Woodlands 3 development plan and all of its ramifications.

Thank you.
Louise Laduke
657 Woodlands

From: Nancy Cussler [REDACTED]
Sent: Tuesday, May 5, 2026 2:32 PM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: SUB 26-005 Pine Creek Ranch South

Dear Valley County Planning and Zoning Commission Members,

I am writing to ask your serious consideration as to the safety and full disclosure of the impact of the proposed construction of a privately maintained gravel road through the proposed "Pine Creek Ranch South(PCRS)" subdivision. The developer is asking for approval for the road to allow access to the 90 acre PCRS but it would also to provide a second access point, as required by McCall City Code, to the other proposed 68 acre 176 unit subdivision, "Woodlands 3", which is not disclosed.

A gravel road is totally inadequate to disperse traffic from the PCRS and Woodlands 3 subdivision. It must be emphasized that the vast majority of traffic from these proposed subdivisions would utilize the single access of Woodlands Drive rather than a gravel road or any future road planned to the south. The amount of traffic would threaten the safety of our roads for pedestrians, cyclists and residents living along and in the neighborhood of Woodlands Dr. I live in the Woodlands on Woodlands Dr. and can verify that the traffic created as result of two adjacent subdivisions would be a tremendous traffic hazard especially during the winter months.

I am asking that you consider the comments made in the letter from the City of McCall regarding PCRS and Woodlands 3 subdivisions and the importance of coordination between the County and City jurisdictions. Until further traffic and impact information is provided or assessed, I strongly recommend that the Commission members deny approval of a gravel road as proposed by the developers of PCRS.

Respectfully submitted,

Nancy Cussler

652 Woodlands Dr.
McCall, ID.83638

May 5, 2026

Dear Valley County Planning & Zoning Commissioners,

I am writing in opposition to SUB 26-005, Pine Creek Ranch South – an application to subdivide a 90-acre parcel into 4 developable parcels and construct a gravel road that connects an adjacent 68-acre parcel to the north of the subject property to Stockton Court to the south of the subject property.

This application represents a piecemeal approach to a significant development project with inadequate road access that has major implications for neighboring properties.

Five years ago, the developer envisioned a 600+-unit residential development, called Pine Creek Ranch, spanning both the 90-acre subject property and the 68-acre adjacent property to the north. These plans became wrapped up in discussions about the McCall-Donnelly School District middle school expansion application with an attempt by the City of McCall to secure a road easement through school property to extend Deinhard Lane and provide arterial access to the 90-acre parcel. Ultimately, the MDS middle school expansion was approved without the road easement, and there is no foreseeable option for extending Deinhard Lane.

Now, without adequate arterial road access via Deinhard Lane, or, as I understand, access through Fox Ridge, the developer is attempting to create access to his two parcels through two local streets, Woodlands Drive and Stockton Drive, that run through quiet neighborhoods to the north and south of the acreage, respectively. With recent changes to the Area of Impact, these two local streets are subject to different jurisdictions (City and County) as are the two parcels. However, while jurisdictions may have firm boundaries, the impact of development in each of those jurisdictions does not.

To the south, the developer is proposing to connect the 68-acre parcel, via the proposed gravel road, to Stockton Court and Stockton Drive. These local streets could imminently serve as a second access for the proposed 176-unit residential development on the 68-acres for which the developer has submitted an application to the City. And yet, the developer has not submitted to Valley County a traffic study or a proposal to make any improvements to Stockton Court or Stockton Drive. (Similarly, to the north, the developer is proposing to utilize Woodlands Drive as the access to the 68-acre development, and yet his application to the City does not contain an updated traffic study or proposal for any improvement or mitigation measures to Woodlands Drive. This comes after years of conversations with the neighbors about their safety concerns related to his use of this road.)

This lack of acknowledgement of the traffic impacts is concerning. What is even more concerning is that further development of the 90 acres could lead to more intense utilization of those same roads with potentially no contribution from the developer to the road infrastructure. Here is why: Piecemeal development of the 4 proposed parcels could mean that the proportional impact of each parcel does not reach the threshold to contribute to road improvements on Stockton Court and Stockton Drive. And, for a City road like Woodlands Drive, there may not be a requirement for improvements in any case, since it is located in a different jurisdiction. Lack of contribution on the part of the developer means the costs to upgrade these roads will fall on the respective jurisdiction.

There are all kinds of problems with this scenario starting with the lack of a traffic impact study and compounded by the fact that two large, adjacent parcels under one ownership are under two different jurisdictions with different rules and different approaches to planning and zoning. The lack of a clear plan for how the City and County will coordinate development of these directly adjacent parcels creates confusion and uncertainty.

Please deny this application until a clearer vision of the overall project, the appropriate mitigation measures, and rational cooperation and coordination among the jurisdictional entities is in place.

Thank you for your consideration of my concerns.

Marcia Witte

McCall, Idaho

From: Heidi Galyardt [REDACTED]
Sent: Wednesday, May 6, 2026 8:59 AM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Cc: Sandywestgate [REDACTED] Matthew Galyardt [REDACTED]
Subject: Pine Creek Ranch Proposal

TO: Cynda Herrick, cherrick@valleycountyid.gov
FROM: Matt and Heidi Galyardt/Sandy Schlotterbeck, 637 Fox Ridge Lane, McCall, ID
DATE: May 6, 2026
RE: SUB 26-005 Pine Creek Ranch South

Good morning Cynda,

We wanted to email you to express our concerns with SUB 26-005, application for the Pine Creek Ranch subdivision. We are against this proposed subdivision as it appears to be lacking specifics for the entire project and is being piecemealed between the county and the City of McCall. This is a large development with the potential for significant impacts to both the environment and the existing neighborhoods. We urge you to slow down and do a coordinated approval process with the City of McCall.

Thank you for your time,

Matt and Heidi Galyardt
Sandy Schlotterbeck

To: Valley County Planning and Zoning Commissioners
From: Dave Carter, 656 Douglas Dr. The Woodlands, McCall, ID 83638
Date: May 6, 2026
RE: SUB 26-005 Pine Creek Ranch South

I am writing in opposition to SUB 26-005, Pine Creek Ranch South. This is an application to subdivide a 90-acre parcel into 4 parcels, and construct a gravel road. This gravel road potentially has two functions: 1) to service any future residences on these TBD 4 parcels, and more importantly 2) to provide a second access to an adjacent 68-acre parcel to the north of the subject property, Pine Creek Ranch (aka Woodlands 3).

This Permit Application is woefully lacking in detail. It smells of "shifti-ness", or another way of saying it: "meet the very minimum requirement, and then create as many parcels as possible, regardless of their impact". As it is, the developer would rather stuff all traffic from the 176 residences down Woodlands Drive, but was told he had to provide a second access, hence the gravel road in PCRS.

Because this application is inadequate in detail and intention, and because of its juxtaposition to not only his 68 acre parcel, but the 25yr old destination subdivision (The Woodlands), the impact is significant just in terms of street traffic alone, let alone all the children walking to and from the K-8 school.

Please DENY this application in its present state. Or at the very least SEND IT BACK (to the developer) WITH NUMEROUS CONDITIONS.

Thank You,

Dave Carter

From: Don Sanda [REDACTED]
Sent: Wednesday, May 6, 2026 9:32 AM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: SUB 26-005 Pine Creek Ranch South

Valley County Planning and Zoning;

The Pine Creek Ranch development, represented by Craig Groves, is asking Valley County to approve a gravel access road through the Stockton 90 acre parcel allowing connectivity to his proposed 68 acre Woodlands 3 development. This proposal would be a 176 unit residential subdivision. Our position is that Valley County should deny this gravel road request for the following reasons.

At this time, the only reason that the developer wants to develop this access road is to satisfy the City of McCall's requirement that Woodlands 3 subdivision have at least two ingress/egress roads. This seems to be putting the cart before the horse as the Woodlands 3 subdivision proposal has not yet been fully reviewed and approved.

By the developer's own admission, this gravel road would only be used for construction and emergency vehicle access to the proposed Woodlands 3 subdivision. This would mean that the Woodlands Drive be the main ingress/egress road not only for the existing 118 family residences as well as the proposed 176 units in the Woodlands 3 subdivision.

There has been no traffic study done as to how this proposal would impact the connecting roads which include Stockton Drive and Sampson Trail as well as the intersection at Stockton Drive/Spring Mountain Road and Deinhard. As stated above, If the Woodlands 3 subdivision is ultimately approved, there would be a substantial impact on the existing Woodlands Drive road and the residents who presently live there.

As the proposed gravel road supposedly would be maintained by the developer, what would happen if the road isn't properly maintained in the future?

Supposedly, this proposed gravel road would then enable the development of the 90 acre Stockton property. However, the developer has not submitted any indication of what type of development would be considered for this parcel. Once again, this is like the "tail wagging the dog".

Respectfully submitted,
Don and Pam Sanda
639 Woodlands Dr.
McCall, ID 83638

From: Denise [REDACTED]
Sent: Wednesday, May 6, 2026 9:55 AM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: SUB 26-005 Pine Creek Ranch South

We would like to express our concern about the Pine Creek Ranch South project. We have a home in the Woodlands subdivision and feel that all our residents will be negatively impacted by this development.

It is our understanding that a full review/approval has not occurred to date by the City of McCall. How can this project proceed without city approval?

Has a full traffic study been done regarding the use of Stockton (which is a dirt/gravel road) to be used as an access for the proposed development?

How would the use of Stockton for construction impact the road conditions and who will be responsible for maintaining the road?

Last, but certainly not least, how will this proposed development impact the current residents of the Woodlands? Woodlands Drive is the ONLY access in and out of our subdivision. Increased traffic along Woodlands Drive from the proposed 176 residences will adversely affect our neighborhood. We have children walking/biking to and from school along our roads. How will the additional traffic impact their safety? What will our residents do if there is an evacuation order? Traffic from an additional 176 residences will put us all at risk. The additional traffic will also have an adverse effect on the peace and tranquillity of our neighborhood.

We urge the Valley County Planning and Zoning Commission to deny this request, or at the very least, defer it until more studies are done on the impact this will have on the roads in the area.

Sincerely,
Denise and Mark Shepard
Sent from my iPhone

From: Darin Hibler [REDACTED]
Sent: Wednesday, May 6, 2026 11:03 AM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: PINE CREEK RANCH

Dear Commissioners,

My name is Darin W. Hibler, and my home ownership is at 601 Woodlands Dr. I am respectfully requesting you deny the application for the privately maintained gravel road that will connect in the future to the development of a 176 residence on 68-acre parcel east of the Woodlands to Stockton Dr. It does not meet the intent of the county's approval criteria related to public interest, infrastructure adequacy and long-term fiscal responsibility. The plans have not yet been fully reviewed or approved.

The privately maintained gravel road is an attempt to meet public road access requirements for a 176-unit development. This does not meet the access requirements of McCall city code 9.3.04 (k). This gravel road should be evaluated in coordination with the city and not the advancement of the major portion of the builder's development plan.

The application states that the gravel road will be maintained. My question is by whom? Where is the contract for said maintaining and what are the penalties if the road is not maintained?

My major concern I have for the gravel road and the future development of 176-unit development is WATER. We already are having water issues. The potential impacts to existing water users in the area must be looked at in more detail. The impact on downstream and well/septic users in the adjacent neighborhoods should be taken into account along with firefighting and residential water usage.

Thank you,

Darin W. Hibler
601 Woodlands Dr.

TO: Cynda Herrick (cherrick@valleycountyid.gov)

FROM: Michelle and Craig Johnson, 609 Fox Ridge Ln, McCall, ID

RE SUB 26-005 Pine Creek Ranch South



I respectfully ask that the Commissioners DENY the application because this is piecemealing and project segmentation. The entire project and request should be revealed up front: Total number of houses, total number of condominiums/apartments, selling price of these “affordable houses”, and total roads needed to support the entire project. Current request is for new roads thru the Woodlands and Stockton Drive. Previous plans included a road through Fox Ridge Ln. Has the road through Fox Ridge Ln been delayed or is it permanently off the plan? The children in Fox Ridge Ln do not have bus service and walk to school. The road was not built to support the additional traffic especially in the winter and allow the children to safely walk to school. Homeowners that live on the road in question will have an extremely hard time getting out of their driveway as traffic backs up waiting to turn onto Deinhard Ln. Sampson Trail is a robust road that should be used if another road needs to be added. Has a traffic study been done during arrival and departure from school. It is already very busy and our children’s lives should not be put at risk.

The Pine Creek Ranch South gravel road is requested to support future development of a proposed 176-unit subdivision on the 68-acre parcel to the north, yet the development plans have not been fully reviewed or approved by the City of McCall. The gravel road access should be evaluated in conjunction with the entire 68-acre development plan, in coordination with McCall City, not in advance.

The gravel road would provide a second access for close to 300 planned or existing units (176 units on 68 acres plus 118 units in the Woodlands), in addition to potentially more units as the Stockton 90 parcel is developed. A traffic study that addresses full build-out scenario for both parcels needs to be completed and submitted to the County to understand the traffic impacts on the gravel road, further downstream roads including Stockton Court, Stockton Drive, and South Samson Trail and the associated intersections. Who will be responsible for the additional road improvements if the developer is not held responsible for these improvements?

The application states that the gravel road would be the primary access for construction traffic for the proposed development on the 68 acres. A traffic study should include the evaluation of heavy construction traffic on the impacted roads and intersections.

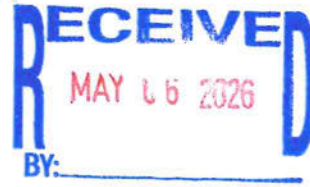
The application states that the gravel road will be privately maintained. Who will sign the maintenance agreement and what happens if the landowner fails to maintain the road to a proper standard?

Is there enough water to support these additional 300 houses? We have already been asked to minimize our use of water this year and adding 300 homes in addition to the other housing projects that have already been approved will be a major hardship on our water supply.

Please deny this application until more information, including the use and impact of the proposed road can be evaluated and understood within the context of the entire plan for both the 68-acre and 90-acre parcels.

Sincerely,

Michelle and Craig Johnson
609 Fox Ridge Ln
McCall, Idaho



May 5, 2026

Dear Valley County Planning and Zoning Commissioners,

This letter is submitted on behalf of the Woodlands Homeowners' Association (WHOA).

The WHOA is very concerned about the Pine Creek Ranch South subdivision application and the long-term implications for our neighborhood. **We urge you to deny this application** until there is a more comprehensive understanding of the development plans for the two parcels connected by the gravel road proposed in the development application.

As a preliminary matter, as this Commission knows, the purpose and intent of the Valley County land use and development ordinances includes protecting and promoting the health, safety, and general welfare of county residents, protecting property rights and property values, and minimizing the adverse impact of development. V.C.C. 9-1-4(A) and (B). The standards of development are intended to, among other things, "encourage well planned development" and safeguard the interests of the public and adjacent property owners, V.C.C. 9-1-4(C).

As you know, the developer is proposing to build a gravel road through his 90-acre parcel (the "Stockton 90"). This road would connect his 68-acre parcel within the City limits to the County road network at Stockton Court. He also plans to divide the 90-acre parcel into 4 developable parcels. The 90 acres are located within the newly defined Area of Impact. Pursuant to V.C.C. 7-1-1, the purpose of establishing the Area of Impact is to ensure that it is appropriately managed in order to provide for planned, orderly, and efficient growth.

Approving the gravel road that transects the 90-acre parcel would have significant long-term impacts on both the City neighborhoods and roads to the north and the County neighborhoods and roads to the south. To the north, the 68-acre parcel has only one access point to the City public road network, and that is via Woodlands Drive through The Woodlands. Woodlands Drive is a narrow local street that lacks shoulders and was not built to handle a substantial volume of traffic. Establishing connectivity between the 90-acre parcel and the 68-acre parcel means that not only traffic generated by development on the 68-acre parcel but also a significant portion of traffic generated by future development on the 90 acres would likely use Woodlands Drive as the most direct route to downtown McCall.

Our primary concern is that even though the City can work with the developer to mitigate the various impacts of development built on the 68-acre parcel, it does not have similar authority over the 90-acre parcel because of recent changes to the Area of Impact, and the developer has not sought annexation of the 90 acres in conjunction with its application, which may be mandatory pursuant to V.C.C. 7-1-5.

Nevertheless, a significant proportion of the traffic from development on the 90-acre parcel would rely on the same narrow roadway through The Woodlands. Unfortunately, the process for ensuring a coordinated, transparent evaluation of traffic impacts and appropriate mitigation across jurisdictions remains unclear. There are too many unknowns, and allowing this subdivision is at cross purposes with the goal of providing for planned, orderly, and efficient growth in the Area of Impact.

The same is true in reverse for the impact of development of the 68-acre parcel on Stockton Court, Stockton Drive, and possibly other County roads and intersections. The developer has submitted to the City of McCall an application for 176 residential units on the 68-acre parcel. That application can be found here:

<https://woodlandsmccall.org/documents/260407%20App.pdf>. An updated traffic impact study for this application has not yet been submitted, and the impact on County roads, including the proposed gravel road, are unknown.

The recent history of these two parcels is also relevant to the current application. Five years ago, the developer initiated plans to build a 600+-unit residential development across the 158 acres. Given the location of the project and special concerns, in June 2021, the McCall City Council designated the two parcels as an Area of Critical Concern, and an environmental assessment, numerous public comments, and subsequent staff report were subsequently generated. That information can be found here:

<https://www.mccall.id.us/1583/Area-of-Critical-Concern>.

Last year, an unsuccessful application to annex a similarly dense version of the residential development into the Payette Lakes Recreational Water and Sewer District generated numerous public comments that can be found with the public hearing meeting recordings and other resource documents here: <https://plrwsdpublichearing-gatewaymapping.hub.arcgis.com/>.

In addition, there have been many neighborhood meetings, letters to the editor, and letters to City Council. Much of this history is documented on The Woodlands website, here:

<https://woodlandsmccall.org/news.html>.

And just last week, there was extensive public comment and discussion regarding the City Council comment to Valley County on this application. The City Council discussion can be heard starting at 1:41 on this recording:

<https://www.youtube.com/watch?v=FXfMGM85go8>.

This is all to say that the parcels in question have been the subject of much public comment and concern over the last several years. What has changed is that the parcels now span two jurisdictions, and the jurisdictional change seems to be leading to piecemeal, uncoordinated development. Decisions made incrementally will lead to long-term impacts on our neighborhood for which the developer cannot be held accountable. Although The Woodlands is our primary concern, our neighbors along Stockton Court and Stockton Drive would be subject to similar risks.

As another example of piecemeal development, the developer proposes not to prepare a wildfire mitigation plan, and the plan submitted with the application is inadequate and generally just makes reference to measures that could be undertaken when the 4 subparcels are further developed. However, a wildfire mitigation plan is mandatory pursuant to V.C.C. 10-7-4, and the application is incomplete without it.

We urge you to take a step back and look at the entire context of current and future plans of both the 68-acre parcel and the 90-acre parcel before allowing a gravel road connection and uncoordinated development. The implications here are significant, and the consequences may be difficult to mitigate once connectivity is established. The developer has provided insufficient information for this Commission to fully assess the context of the two related parcels, and the application should be denied.

Thank you for your consideration of our concerns.

The Woodlands Homeowners' Association

From: John Gatt [REDACTED]
Sent: Wednesday, May 6, 2026 11:55 AM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Subject: Public Comment Regarding SUB 26-005

Dear Cynda,

We are writing to express our concern regarding SUB 26-005, application for Pine Creek Ranch South. We realize there is a public hearing scheduled with the Valley County Planning and Zoning Commission on May 14, 2026, but we want our concerns known to the Commission prior to the hearing.

The application proposes subdividing a 90 acre parcel(Pine Creek South), located within the newly defined area of impact. This area would have 4 development parcels, a gravel road and a dead-end street. The gravel road would connect Stockton Court to the proposed development on 68 acres(city limits) next to the Woodlands Subdivision.

Our concerns are detailed below:

- 1) Purpose of the proposed road. The applicant states "The purpose of the application is to create a public right-of-way with a privately maintained 28 ft. wide gravel access road, creating connectivity to the northern parcel and fulfilling the requirement for a secondary access should that parcel be developed." To my understanding a development application has not been submitted. How can the Commission evaluate whether a 28 ft gravel road, built to private road standards, be adequate for future development. Traffic studies should be conducted by the applicant to determine if the gravel road meets the required service level. Not only for residential traffic, but emergency traffic as well.
- 2) Maintenance agreement of the proposed road. The application contains no details on how a maintenance agreement of the proposed roads would be structured. How would a maintenance agreement be structured to ensure indefinite, binding financial guarantees to maintain the road to minimum standards regardless of ownership? As the applicant stated, "the gravel road would create a second access for the 68-acre parcel." The owner has indicated intent to develop at least 176 residential units on this 68-acre parcel. The applicant identifies this road as a secondary access, which necessitates a primary access. No primary access has been approved.
- 3) Wildfire mitigation. The Pine Creek Ranch South subdivision proposed by the applicant is located in the Wildland-urban interface adjacent to a current 118 residential development, middle school and elementary school. Developers would normally have to prepare a wildfire mitigation plan. The application does state "warmer temperatures in the summertime, low humidity and winds from the south/southwest create an ideal situation for ignition of fire

from human or natural causes. The rapid changes of weather in summer and fall months could create fire behavior that increases the risks to homeowners and firefighters." Yet, in the cover letter, the applicant states "desire not to prepare a wildfire mitigation plan at this time". If this development goes through and people need to evacuate, are they going to use a privately maintained gravel road to the south, or a paved, publicly maintained city road(Woodlands Drive) to evacuate. This could potentially become another "Paradise Fire" disaster.

4) McCall City Council review. Valley County Code Section 10-1-4: Property Within One Mile Of City Limits, please note the proposed location of the subdivision, the application needs to be presented to the McCall City Council for recommendation. It is concerning how the City could issue a recommendation regarding the subdivision with little detail provided in the application.

In closing, the application is vague and provides very little detail and no plan for future development of the 90-acre proposal considered in the application or the 68-acre parcel to which road connectivity would be achieved. Given all the concerns stated above, we urge you to consider the application incomplete until a comprehensive plan with appropriate timeline, phasing, legal and financial guarantees is submitted and can be evaluated.

Thank you for your consideration in this matter.

John and Lorine Gatt
Woodlands Residents

From: Lynne Hodges [REDACTED]
Sent: Thursday, May 7, 2026 2:44 AM
To: Cynda Herrick <cherrick@valleycountyid.gov>
Cc: Lisa Caligiuri Lewis [REDACTED] <[REDACTED]>; Thomas Lewis [REDACTED]
Subject: SUB-DIVISION 26-005 Pine Creek Ranch South

Dear Ms. Herrick –

As resident of McCall since 2015, with shared ownership of a family home on Woodlands Drive, I want to firmly reassert my OPPOSITION to the Pine Creek Ranch development plan. I am writing on behalf of myself and my co-owner family members, Lisa and Thomas Lewis.

As homeowners who will be impacted by the Pine Creek Ranch South proposed application, we stridently oppose the application, in part, because it fails to provide for a cohesive and comprehensive plan, while instead presents compartmentalized pieces of a plan that lack full evaluation, details, and transparency to the members of our community. It is clearly developer centric, and fails to consider the broader impact to the existing community and its limited infrastructure to support such a plan.

My family and I respectfully request that the Commissioners DENY the application because the privately maintained, substandard gravel-road application clearly does not meet the intent of the County's approval criteria related to public interest, infrastructure adequacy, and long-term fiscal responsibility. Moreover, the application, as submitted, lacks adequate information and important details for the County to determine the full impact on County services, infrastructure limitations, as well as construction-related and future impacts on adjacent property owners.

Our understanding is that the proposed gravel road would connect Stockton Court to the 68-acre parcel adjacent to The Woodlands. The sub-standard gravel road would provide a second access for the developer's proposed new 176-unit subdivision, currently called *Woodlands 3*. The sub-standard gravel road would certainly prove inadequate to disperse traffic from the proposed Woodlands 3. And as such, the majority of traffic from the Woodlands 3 subdivision would obviously choose the more direct paved access of Woodlands Drive for daily travel. The significantly increased volume of traffic would threaten the safety of the residents who live on the relatively narrow Woodlands Drive roadway, especially for pedestrians, cyclists, and the children of our community.

These are but a few of the compelling reasons underscoring the need for the Valley County Commissioners to recommend AGAINST approval of the Pine Creek Ranch South subdivision given the road safety and congestions issues associated with the proposed Woodlands 3.

JUST SOME ISSUES of CONCERN:

- The substandard gravel road is a precursor to enable the applicant's future development of 176 units on an adjacent 68-acre parcel that's within the City limits, yet such development plans have not yet been fully reviewed or approved. It is a piecemeal and segmented approach by the property owner, which seems to be an ill-conceived and the least-expensive approach to providing necessary alternative ingress and egress to the proposed development. Moreover, the substandard gravel road is an attempt to meet public road access requirements for the 176-unit development on the 68-acre parcel, but it fails to meet the access requirements of McCall City

Code 9.3.04 (K).

- This gravel-road proposal is part of the connectivity for the applicant's development plan for 176 units on an adjacent 68-acre parcel in the City. As such, the developer's larger and complete plan envisioned has to be fully evaluated in the larger context of the proposed project amid the obvious infrastructure constraints. The community at large deserves numerous in-depth studies and feasibility assessments by independent contractors in order to determine whether the Pine Creek Ranch concept can be reasonably and safely integrated into to the confines of this limited infrastructure.
- The applicant has previously represented that construction traffic for proposed development on the 68 acres would utilize this gravel road for ingress and egress and therefore also utilizing Stockton Dr. Several concerns here: 1 – Will the proposed gravel road be sufficient to support hundreds (if not thousands) of heavy trucks and equipment to traverse on a daily basis? 2 – Has McCall's Emergency Response services been asked to assess the plan and whether its vehicles would not be impeded by the gravel road during an emergency? 3 – The developer should be required to submit a life-expectancy assessment regarding the integrity, degradation rate, and estimated replacement of the gravel road. 4 – The developer should be required to submit a multi-year gravel-road maintenance schedule for construction and post-construction years, and possibly place a bond with the county for these annual costs. Moreover, the bond should be commensurate with a life-expectancy and replacement assessment. I think it was also addressed at some point that the developer might possibly consider a paved road. Is that an option?
- Potential impacts to existing water users in the area must be studied closely. The impact on downstream and well/septic users in the adjacent neighborhoods should be considered versus potential firefighting and residential water resource needs.
- And there are so many more...

Thank you for the opportunity to submit these comments in OPPOSITION to the Pine Creek Ranch South subdivision.

Sincerely,

Lynne Hodges, Lisa Lewis and Thom Lewis

Standard Final Plat Notes

- Floodplain Note:
FEMA FIRM panel(s): # _____ FIRM effective date(s): _____
Flood Zone(s): Zone _____ Base Flood Elevation(s): _____ (NAVD'88)
Flood Zones are subject to change by FEMA & all land within a floodway or floodplain is regulated by Title 9 and Title 11 of the Valley County Code.
- "Declaration of Installation of Utilities recorded as instrument # _____."
(shall reference electrical, phone, and fiber; along with a fire tank maintenance)
- "Declaration of Private Roads recorded as instrument # _____." (if applicable)
- "Shared Driveway Maintenance Agreement recorded as instrument # _____."
(if applicable)
- "Wildfire Urban Interface Protection Plan recorded as instrument # _____."
- "Development Agreement recorded as instrument # _____."
- "CCR's recorded as instrument # _____."
- "The Valley County Board of Commissioners have the sole discretion to set the level of service for any public road; the level of service can be changed."
- "All lighting must comply with the Valley County Lighting Ordinance."
- "Only one wood burning device per lot."
- "Surrounding land uses are subject to change."
- Note wetlands and riparian area overlays as "no build" area.
- "Easements recorded as instrument # _____." (show all easements)

Plats with Irrigation Water or within Irrigation District/Company Boundaries:

- This subdivision is subject to the provisions of Idaho Code Section 31-3805 (1) regarding the delivery of irrigation water.

Standard Condition of Approval for CCR recommendation, if recorded:

1. Shall address lighting, noxious weeds, septic maintenance, wildfire prevention, prohibiting yews in landscaping, dogs being a nuisance to adjacent agricultural uses, and limit each lot to one wood-burning device.
2. Shall provide for long-term maintenance of requirements identified in the Wildland Urban Interface Fire Protection Plan and memorialize any buried tanks and their continued maintenance.
3. Should address whether short-term rentals will be allowed per the HOA.