



City of McCall

www.mccall.id.us

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McCall, Idaho 83638

Phone 208-634-7142
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December 6, 2024

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

RE: PUD 24-01 RedRidge Village Concept

Dear Valley County Planning and Zoning Commission Members,

On behalf of the McCall City Council, this letter provides comments on DF Development LLC's proposed "RedRidge Village" development (PUD 24-01) southwest of McCall. The hearing on this application is set for December 12, 2024. The City of McCall believes this development as presented would have significant impacts on transportation, wildfire risk, public service delivery and finance, and overall land use planning goals for both the City and County that the Commission should consider in evaluating the proposal. We note that the suggested 10-year build out would establish a "new city" approximately half the size of the City of McCall that would be the second largest "city" in Valley County. As such, much greater review, analysis and disclosure is needed. The County should withhold consideration of the "Concept Plan" pending a more complete analysis of the outstanding issues, specifically:

- A detailed review of how the proposal either supports or contradicts the Comprehensive Plans of Valley County and the City of McCall, Transportation Plans of Valley County and the City of McCall as well as other relevant planning documents.
- Evidence of coordination with the City of McCall and the State of Idaho regarding details of the transportation and utility infrastructure needed to serve a community of this size.
- Evidence of coordination with the McCall Fire Protection District and Valley County EMS District regarding impacts upon service delivery.
- A detailed fiscal impact analysis on public agencies directly and indirectly serving the resulting development
- A detailed analysis of how the proposal positively or negatively impacts the housing affordability issue in Valley County.

Additional detail on these concerns is provided below.



Land Use, Housing, and other Planning Considerations:

The concept is inconsistent with the McCall Area Comprehensive Plan and with many aspects of the Valley County Comprehensive Plan. McCall Area Planning envisions the West Valley side of town as preserved open space (density transferred into City limits and open space preserved) so as not to create sprawl development. The City's "Connecting McCall: Concepts Plans for Lardo and West Valley" envisions an urban edge to McCall to preserve a distinctive edge that shapes the community. The DF Development proposal creates sprawl along the ridge to the southwest of McCall and adjacent to the McCall Impact Area and City limits. The scale of this concept plan is too large and broad for approval without understanding specific impacts and coordination with the City of McCall. Additionally, a 100-foot buffer at the boundaries of the project may not mitigate the impacts of the development, depending on what is proposed and the locations within the site. The concept should not be pre-approved to commit future generations to a development plan, rather each phase should be evaluated based on the current regulations and conditions.

Additional detail on the workforce housing mentioned in the concept is also needed. The applicants provide information on the numbers of units of workforce housing and estimated timing of phase, but do not provide detailed information including type, precise mix of income levels, whether units would be for ownership or rental, target prices, how the units would be administered, how many units would be needed for the workforce associated with the development itself in the long and short term, or assurances of affordability. More information is needed to understand how this proposal would contribute to the supply of local housing rather than worsen the affordability and supply problems we are experiencing. The applicant should assess how their proposal would impact housing affordability with reference to existing recent studies, including the West Central Mountains Economic Development Council (WCMEDC) regional housing needs assessment and the McCall Area Local Housing Action Plan.

Additionally, we note the following incomplete or missing responses in the Impact Report:

- Question 19 (Number of residential dwelling units, other buildings and building sites, and square footage or gross non-residential floor space to be available) - *incomplete*
- Question 20 (Stages of development in geographic terms and proposed construction time schedule) - *blank*
- Question 21 (Anticipated range of sale, lease or rental prices for dwelling units, building or other site, or non-residential floor space in order to insure compatibility with adjacent land use and development) - *blank*

Transportation Impacts:

The low-density nature of this proposal along with its location away from retail and community services would increase automobile traffic in a manner that does not align with the City of McCall's Transportation Master Plan and McCall Area Comprehensive Plan goals for land use and transportation.

The approximately 9,500 daily weekday automobile trips generated by this project at buildout would significantly increase traffic on City streets, as partially detailed in the applicants' traffic study. The traffic study suggests mitigations (all-way stop control) at State Highway 55-Boydston St and the Boydston-West Valley Rd intersections would be required to prevent levels of service from dropping to "E" or "F" (significantly slowed movement or gridlock). However, potential mitigations have not been discussed with the City of McCall. Coordination with the McCall City Engineer should occur, and any transportation impacts and associated mitigation measures that would be occurring within the City's transportation network should have formal review and approval documentation prior to final engineering approval for the application. Coordination with the Idaho Transportation Department (ITD) is also required for mitigations proposed on SH-55.

Another aspect the Commission should consider is ITD's long-range plans for developing an alternate route of SH-55 around McCall – this alternate route runs through the three intersections most impacted by this project (Deinhardt/SH-55, Boydston-SH-55, and West Valley Rd-Boydston). Beyond the impact of increased trips on traffic flows, one of the City of McCall's major expenses is maintaining our road system, but the location of these housing units outside of the municipal boundary means the City's ability to generate increased financial resources to offset this impact would be limited – despite the increased traffic created by the project on City streets.

Public Services:

The impact report acknowledges that cost impacts on public services and facilities would include public safety impacts and increased utilization of public amenities but defers providing detailed public services impacts to later stages of the development. The proposal also leaves unanswered important questions about sewer and water services, including what water source(s) the applicants propose to access, and how and where reused water would be processed and dispersed.

The scale and scope of the development presents emergency service delivery challenges, and a more comprehensive analysis of the impact of providing these public services is needed to ensure these needs do not result in degradation of service levels. The development would be within the McCall Fire Protection District and Valley County EMS District. The development would create a new community at the wildland-urban interface in an area that, according to Valley County's Hazards and Risk Map, is considered a high wildfire risk area. Would the project necessitate an equipped fire station and ambulance? Would a municipal water system with fire hydrants be required? If this infrastructure is needed, are the applicants planning to enter into development agreements to fund infrastructure and staff?

The Valley County Comprehensive Plan notes that *“Land-use patterns in Valley County have radically altered during the past decades away from the traditional agricultural-use pattern to one of recreation home and subdivision development. This rapidly evolving pattern, which places more demands on the environment and community than the former one, creates the need for a thoughtful*

response from the community to prevent future damages to the environment and community which attracted development here in the beginning."

Additionally, in the Valley County Comprehensive Plan Chapter 13 on land use, the plan states under Goal I, Objective 3 ("discourage scattered, sprawling, haphazard suburban development by"):

- a) Controlling suburban development on open foothills.
- b) Continuing to implement land use planning in order to avoid conflicts with noncompatible uses.
- c) Encouraging development in compact subdivisions thus facilitating better use of utilities, road maintenance, police, and fire protection.

We urge the Valley County Planning and Zoning Commission to consider the concerns raised by the City of McCall and to keep in mind the perspectives provided in the County's own comprehensive plan in evaluating this proposal.

Respectfully submitted,



Robert S. Giles
Mayor
City of McCall

Cc: Valley County Planning and Zoning Commission
McCall Fire Protection District
Valley County EMS District
Adams County Planning and Zoning Commission
Office of the Governor
Idaho DEQ
Idaho Transportation Department

Valley County Road and Bridge

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



Phone (208) 382-7195
roaddept@co.valley.id.us

Tuesday, December 10, 2024

RE: P.U.D. 24-01

Red Ridge Development

The Valley County Road Dept. was asked to review this PUD and provide comments related to the anticipated impact on the local roads that will be utilized for accessing the proposed subdivision. PUD 24-01 is a preliminary plat submitted by DF Development LLC seeking approval of a full 30,000 acres approximately 2,200 acres, workforce housing, single family residential lots, estate lots, village center, meadow & vineyard over anticipated three-year time span.

County maintained roads that will see increased traffic by the addition of the proposed development if the plat is approved include West Mountain Road, Wisdom Road, West Valley Road and Smiley Lane. It is expected that transportation services, including all season road maintenance, road resurfacing, and road rebuilding provided by Valley County Road Dept. will be impacted by the increased traffic. Further review will need to take place due to the traffic distribution percentages from the site throughout the roadway network and verification of posted speed limits along the anticipated routes. Additional reviews from other agencies will need to take place, Idaho Transportation Department and City of McCall as it pertains to their respective roadway jurisdiction. All necessary right of way has been already acquired along the development frontage, 100 feet public right of way along West Mountain Road.

- Recommendation (1): West Mountain Road will need to be rehabilitated from the beginning of the pavement just south of the development approximately 3.5 miles north to Boydston Road and West Valley Intersection. Mitigate impacts to transportation services on those roads identified above by negotiating with developer payment of road improvement costs attributable to traffic generated by proposed development. The value of the developers proportionate share may be determined by several methods: (1) reference 2023 Improvement Program cost comparisons for the North West Mountain Road CIP with a predetermined cost per lot contribution by developer; (2) engage a qualified engineering firm to conduct a traffic study based on proposed development to provide recommendation for proportionate share to be attributed to the developer; (3) negotiate in-kind construction credits for immediate road improvements needs that can be mitigated by developer.
- Recommendation (2): Improving two tight 90-degree curves on West Mountain Road.
- Recommendation (3): Increasing impervious surfacing will need to evaluate hydraulics from runoff and improve any culvert crossings on West Mountain Road.
- Recommendation (4): Intersection improvement for West Mountain Road/Wisdom RD/Chad Dr, and West Valley Rd/Boydston, Smiley Lane/West Mountain Road and Development Accesses may require auxiliary lanes.

SERVICE ★ TRANSPARENT ★ ACCOUNTABLE ★ RESPONSIVE

Valley County Road and Bridge

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



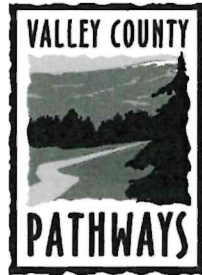
Phone (208) 382-7195
roaddept@co.valley.id.us

- Recommendation (5): At the beginning of each phase, it is recommended that a new traffic study be conducted. In addition, at the appropriate phase, a study be conducted at intersections as traffic patterns get established which will be identified beginning of each phase.

Any or all the above recommendations that are agreeable to the developer should be memorialized in a future voluntary development agreement negotiated between the Valley County Board of County Commissioners, Valley County Road Dept. and development owner identifying the value of road improvement costs contributed.

A handwritten signature in cursive script, appearing to read "Dan Coonce".

Dan Coonce
Public Works Engineer
Valley County, Idaho
dcoonce@co.valley.id.us



P.O. Box 233
McCall, ID 83638

Dec. 6, 2024

To: Cynda Herrick, Director, Valley County Planning & Zoning Department
and the Valley County Planning & Zoning Commission
219 N. Main Street
Cascade, ID 83611

Dear Cynda and Valley County Planning & Zoning Commissioners,

Valley County Pathways, Inc., is a community nonprofit with a vision of building a valley-wide network of walking and biking trails, tying together our communities, from Cascade to Donnelly, McCall and New Meadows. We have been in business and operation for 20 years since our first Master Plan was approved by the Valley County Board of Commissioners in 2005.

We have reviewed the documents submitted to the Valley County Planning & Zoning Commission regarding the proposal by DF Development to build more than 1,100 homes on Red Ridge.

We read in the documents that DF Development would be developing new trails in the Red Ridge area and tie them together with existing regional trails. However, the documents do not provide any details about what trails would be created inside the new development, and how those trails would tie to existing regional trails.

No. 1 - We need more information about their trail plans to understand where they would be built and what trails or roads in the new trail network would link to existing trails and roads on Red Ridge and West Mountain.

No. 2 – DF Development has a history of blocking off public access to roads or trails that were previously open to the public when they were owned by Boise Cascade Corp. Hence, it's hard to know whether any public access would be allowed on trails inside their proposed development or not. Their track record has been to shut off public access on their properties.

No. 3 – We would support re-opening public access to designated trails and roads in the Fish Lake Road and Red Ridge areas because that area is a key location where it would be possible to link to:

- Trails/roads leading to No Business Mountain, No Business Saddle, West Mountain trails and Tamarack Resort on the south end.
- Trails/road networks in the McCall area to the east and north of Red Ridge and Fish Lake Road.



- Trails/road networks in the Meadows Valley area that could link to New Meadows and the Weiser River Trail.

No. 4 – The Valley County Pathways Master Plan has always envisioned the Red Ridge and Fish Lake areas as vital public access points that could tie together with regional trail connections mentioned above. We very much need to find/create a public corridor that could connect McCall-area trails to New Meadows and the Weiser River Trail, as one prime example.

We see the new development proposal by DF Development as an opportunity for the Texas-based company to work together with groups in our community, be “good neighbors” and work together with us on public trail and public access on Red Ridge to re-open public access to that area and re-open connections to the larger regional trail/road network.

We would encourage Valley County P&Z to make any approvals for their development contingent on providing public access to the Fish Lake and Red Ridge areas for the benefit of our recreation community and the public at-large.

Valley County has a strong and significant tourism/recreation economy. In its advertising, DF Development is selling the same kinds of tourism/recreation amenities that we all enjoy right now on lands where we have public access, such as Brundage Mountain Resort, the Payette National Forest, Bear Basin and the Little Ski Hill, Ponderosa State Park, Lake Cascade State Park, Jug Mountain Ranch, Tamarack Resort and the Boise National Forest.

But the question about public access remains central to evaluating this development. Now is the time to regain public access to the area for the benefit and betterment of our communities.

Thank you!

Sincerely,



Steve Stuebner
Board President

Valley County Pathways and the nine-member Valley County Pathways Board of Directors

PZ Commission - Public Hearings - December 12, 2024

Emily Hart<ehart@mccall.id.us>

To:Lori Hunter

Cc:Cynda Herrick;Michelle Groenevelt <mgroenevelt@mccall.id.us>;Forest Atkinson <FAtkinson@mccall.id.us>;+1 other

Fri 12/6/2024 1:37 PM

Lori,

See McCall Airport Comments below:

1. Update to Valley County Comp Plan and Valley County Code/Ag Protection Area: NO COMMENT
2. C.U.P. 20-14 RMC/Pinetop Office Extension: NO COMMENT
3. C.U.P. 22-23 Keller Multiple Residences - Extension Request: NO COMMENT
4. C.U.P. 24-31 Pearson Ranch - Preliminary Plat: 1.4 Miles from Runway 34. In HORIZONTAL SURFACE. ENTER STRUCTURE TYPE, LAT/LONG, SITE ELEVATION, AND STRUCTURE HEIGHT INTO <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm> AND FILE FAA FORM 7460-1 IF REQUIRED.
5. P.U.D. 24-01 Red Ridge Village: Eastern Portions of Parcels RP18N02E250755, RP18N02E243008, RP18N02E242405, RP18N02E136605, RP18N02E136755.

In CONICAL SURFACE. All proposed structures within three miles from Runway 16/34:

ENTER STRUCTURE TYPE, LAT/LONG, SITE ELEVATION, AND STRUCTURE HEIGHT INTO <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm> AND FILE FAA FORM 7460-1 IF REQUIRED.

Recommend noting proximity to McCall Municipal Airport, USFS Smokejumper Base, and USFS Helibase in CC&Rs.

Regards,

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