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City of New Meadows * P.O. Box 324 * New Meadows, Idaho 83654
Phone (208) 347-2171 * Fax (208) 347-2384

October 28, 2013

Bill & Donna Brown
PO Box 325
New Meadows, ID 83654

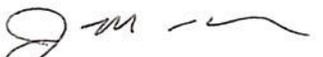
SUBJECT: ADDITIONAL INFORMATION

At the hearing on October 21, 2013 for the Conditional Use Permit, Variance & Design Review, the City Council asked for additional information. That information is listed below.

- Survey
- Application for Vehicle or Vessel Dealership License (I spoke with Brenden at ITD Dealer Services 208-334-8683. He advised that the form can be submitted prior to final approval by the city, but they would not issue a license until the city approved. He also advised that a True-Park & Sell where there are vehicles for sale by others and you are only holding the real estate would be permissible, however you would not be able to receive any compensation from the sale of these vehicles. He stated if you were to sell your own vehicles, you are permitted to sell only 4 titled in your name. He did state as well though that if your wife also sold 4 vehicles titled in her name, then the intent of the letter of the law would be followed but may trigger a necessary license.) (Enclosed)
- Completed FAA Form 7460-1
- Lighting Design
- Landscape Design
- Color of Building
- Final Storm Water Report
- Development Agreement
- Additional information identified in the Crestline Engineer's Report (Enclosed)

As we spoke last week, our attorney has advised that if you need additional time to submit the requested information, make that request in writing as a date that would be suitable. We can then formulate an agreement in writing extending the 30 day time frame.

Sincerely


Jacob M Qualls
City Clerk / Treasurer

SKIFTUN LAND SURVEYING, INC.

13784 Highway 55

McCall ID 83638

208-634-3696/FAX 208-634-8475

Statement

Date
10/7/2013

To:
Bill Brown P.O. Box 325 New Meadows, ID 83654 <i>630-4209</i>

Terms net 30 days

Interst of 1.5% monthly over 90 days

Date	Transaction	Amount	Balance
08/03/2013	Balance forward		0.00
09/04/2013	INV #705. Due 09/04/2013. --- Two Man Crew, 5 @ \$130.00 = 650.00 --- GPS Equip, 3 @ \$35.00 = 105.00 --- Rebar 5/8" x 30", 5 @ \$2.00 = 10.00 --- Lath 4ft, 6 @ \$1.00 = 6.00	771.00	771.00
<i>Paid</i>			

CURRENT	1-30 DAYS PAST DUE	31-60 DAYS PAST DUE	61-90 DAYS PAST DUE	OVER 90 DAYS PAST DUE	Amount Due
0.00	0.00	771.00	0.00	0.00	\$771.00

Survey in New Meadows

from Rod Skiftun to you

Hide Details

From

- Rod Skiftun

-

To

- bdbrown@frontiernet.net

Hello Bill,

Concerning the survey I did for you in Block 84 of New Meadows Townsite. I performed the survey and set pins on the three of four corners, the fourth was already in place at the SE corner. The City is asking for a survey and I'm not sure what they mean by that, but if you mean a Record of Survey, then the answer is that I didn't do one. The property you own and asked me to survey are lots in a block in a recorded plat, the New Meadows Townsite plat. Records of Survey are required by law, if there is a split of a lot, a lot line adjustment, or there are material discrepancies between the found or set monuments and the plat dimensions. None of that applies here and the dimensions fit very well, so no Record of Survey was required. Any lay person or other surveyor can look at the plat and then go to the field and find the monuments where they expect to find them in the relationship to all other monuments that may apply.

I hope that answers any concerns you had for my survey of Bill's property. Call if you have any questions.

*Rod M. Skiftun – P.L.S. 9585
Skiftun Land Surveying, Inc.
13784 Highway 55
McCall, ID 83638
208-634-3696
208-634-8475 fax
208-630-4209 cell*

Under Development Agreement

Car Dealership

Brown's Business Development will not engage in any dealership car sales until they have their dealership license that will be supplied to the city for verification.

Memorandum

To: Mike Pape, Aeronautics Administrator
CC: Bill Brown, Gary McElheney, Mark Lessor
From: Bill Statham, Airport Planning and Development Manager
Date: 11/7/2013
Re: Question regarding the need to submit a 7460-1 form for proposed developments near the New Meadows Airport (1U4) in New Meadows, Idaho

On Monday, November 4, 2013 Mr. William Brown contacted you by phone to ask the Division of Aeronautics if he was required to submit a FAA Form 7460-1 concerning his proposed developments, south of the New Meadows Airport (1U4) in New Meadows, Idaho. His question related to a letter to the City of New Meadows, from Mr. Dennis C. Nau, that commented upon his proposed development. As the airport owner/operator we performed the following calculations to make a determination regarding submittal of a FAA Form 7460-1.

The following calculations are based upon information submitted to the City of New Meadows by Mr. Brown, an ITD survey of US Highway 95 adjacent to his property, other mapping and aerial photographic information, aeronautical chart and directory information, and a site visit by Aeronautics personnel on July 24, 2013. This constitutes the best information available today.

GROUND ELEVATION OF BUILDING SITE: **3869 FEET ASL**
Elevation of Hwy 95 by building site (3867 feet asl) and proposed site grading information indicating +2 feet.

MAXIMUM ELEVATION OF THE PROPOSED BUILDING: **3895 FEET ASL**
Calculation: Ground elevation of building site plus 26 foot building height.

RUNWAY END ELEVATION SURVEYED: **3908 FEET ASL**
Elevation derived from Idaho Airport Facilities Directory, FAA Form 5010, and the FAA-AFD.

DISTANCE FROM THE RUNWAY END TO THE BUILDING:	230 FEET
Distance derived from the site plan and dimensions, field observations, and measurements on mapping software.	
ELEVATION OF THE 20:1 APPROACH SURFACE AT BUILDING	3919.5 FEET ASL
Airport elevation plus distance ÷ approach slope.	
ELEVATION OF THE 100:1 7460-1 NOTIFICATION SURFACE	3910.3 FEET ASL
Airport elevation plus distance ÷ notification slope.	
THE APPROACH SLOPE CLEARANCE ABOVE BUILDING:	24.5 FEET
THE NOTIFICATION SLOPE CLEARANCE ABOVE BUILDING:	15.3 FEET

CONCLUSIONS

The proposed maximum elevation of the building (3895 feet asl), when constructed as indicated, is 13 feet below the runway end elevation (3908 feet asl) as surveyed.

The proposed building, when constructed as indicated, does not penetrate the 20:1 approach slope and does not create an approach obstruction hazard.

The proposed building, when constructed as indicated, does not penetrate the 100:1 notification surface and therefore does not require submittal of a FAA Form 7460-1.

The proposed building, when constructed as indicated, will not create a Hazard to Air Navigation as regulated in Idaho Aeronautics Law, Idaho Code § 21-513 to 21-520, and Idaho Administrative Code, IDAPA 39.04.02, Rules Governing Marking of Hazards to Air Flight.

April 7, 2014

Subject: Lighting Design

In response to the City of New Meadows request for additional information dated Oct. 28, 2013.

Our lighting design is laid out on our map of the development for viewing.

- a. All large standing lamp posts will be 20ft tall and designed to give a downward exposure.
- b. Shown on map by black dot surrounded by yellow.
- c. The lighting on the buildings will be underneath the soffit with approximate 10ft. spacing. The lighting on storage buildings will be low impact lighting. The main shop sales area will be directional low impact flood lights.

April 7, 2014

Subject: Landscaping Design and Color of Building

In response to the City of New Meadows request for additional information dated Oct. 28, 2013.

Our landscaping design is laid out on our map of the development for viewing.

In addition to the dirt and seeding from the storm water drainage plan our landscaping plan will also include the following

- a. On the east property line paralleling Highway 95 on the northeast and southeast corners will be low maintenance planting beds.
- b. On the east property line there will be a low profile split rail fence paralleling Highway 95 for aesthetics.
- c. On the retail section of the main building , we will have portable planter barrels.

The Color of the Building will be in neutral tones.

- a. We have decided on beige for the main building with the trim on the soffits, windows and doors to be brown.
- b. We would like to have the latitude to do a wainscot on the retail section of the main building, as demonstrated on the map and the pictures provided. The wainscot would be a choice of stacked rock, river rock or metal, whichever we feel would be the best for our business.

April 7, 2014

Subject: Storm water Requirements

In response to the City of New Meadows and Crestline Engineer's request for retention of storm water management.

Let it be noted that a large percentage of storm water runoff is being received from the State of Idaho's Property known as the airport and also the City of New Meadows McLain Street. If these two properties would control their subsurface runoff as required by City of New Meadows zoning ordinance, subsection 21-7, section 4, (retain storm drainage on site and not push drainage onto neighboring property or into public right of way), the Brown's property could easily retain their storm water on site. We request that the State of Idaho and the City of New Meadows be held to the same standards that's required of the Brown's property.

Having said that, here's our plan of action for storm water runoff;

- a. We plan to fill with dirt the cut slope on the north end of Brown's property. We plan to seed and plant low growing vegetation to reduce surface runoff.
- b. We plan to have a gradual slope from west to east on the remaining portion of the property and install a berm on the east side paralleling Highway 95. The berm will be seeded and planted with low profile vegetation.
- c. After observing the spring runoff it is our opinion that the property subs very well. It is broken basalt, and with the disturbance of the large cat and rippers, drainage has been accomplished.
- d. To finish up storm water retention, we plan on surfacing the property with crushed rock. Which will serve two purposes, it will give the surface an appropriate driving surface and also serve as a retention and evaporation platform.

In addition, we have provided you with the seasonal average temperature and precipitation in New Meadows. With the design put forward, we feel our property is more than capable of keeping our storm water runoff on site. We would also like to note that our plan, as far as we know, has been subject to the highest standards that the ordinance requires. As far as we know, no other commercial property has been required to meet this high standard.

You may observe our plan on the map provided. It will show where the filling and seeding of the slope and seeding of the berm is located.

Temperature - Precipitation - Sunshine - Snowfall

US Climate Data on [f](#) [t](#)

Home United States Idaho

Enter a location

Monthly Daily History Geo & Map

You are here: United States > Idaho > New Meadows

Climate New Meadows - Idaho

°C | °F

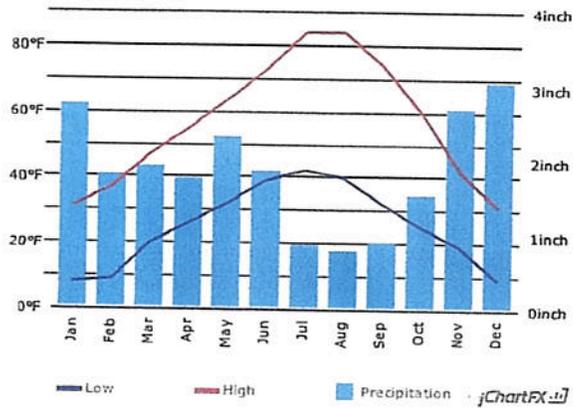
	Jan	Feb	Mar	Apr	May	Jun
Average high in °F:	31	37	47	55	64	73
Average low in °F:	8	9	20	26	32	39
Av. precipitation in inch:	2.76	1.81	1.93	1.77	2.32	1.85
Days with precipitation:	-	-	-	-	-	-
Hours of sunshine:	-	-	-	-	-	-

	Jul	Aug	Sep	Oct	Nov	Dec
Average high in °F:	84	84	74	60	42	31
Average low in °F:	42	40	32	25	19	9
Av. precipitation in inch:	0.87	0.79	0.91	1.54	2.72	3.07
Days with precipitation:	-	-	-	-	-	-
Hours of sunshine:	-	-	-	-	-	-

New Meadows weather averages

Annual high temperature:	56.8°F
Annual low temperature:	25.1°F
Average temperature:	40.95°F
Average annual precipitation - rainfall:	22.34 inch
Days per year with precipitation - rainfall:	-
Annual hours of sunshine:	-
Av. annual snowfall:	-

New Meadows Climate Graph - Idaho Climate Chart



Climate data for new meadows ranger stn, Longitude: -116.293, Latitude: 44.9714
Average weather New Meadows, ID - 83654 - 1981-2010 normals

Jan: January, Feb: February, Mar: March, Apr: April, May: May, Jun: June, Jul: July, Aug: August, Sep: September, Oct: October, Nov: November, Dec: December

[Climograph of New Meadows on your website](#)

What is a Development Agreement?

A development agreement is a contract between a local jurisdiction and a person who has ownership or control of property within the jurisdiction. The purpose of the agreement is to specify the standards and conditions that will govern development of the property. The development agreement provides assurance to the developer that he/she may proceed to develop the project subject to the rules and regulations in effect at the time of approval - the development will not be subject to subsequent changes in regulations¹.

Development agreements should also benefit the local jurisdiction. The city or county may include conditions (mitigation measures) that must be met to assure that a project at a specific location does not have unacceptable impacts on neighboring properties or community infrastructure. The agreement may clarify how the project will be phased, the required timing of public improvements, the developer's contribution toward funding system-wide community improvements, and other conditions. The agreement can also facilitate enforcement of requirements, since it is a contract that details the obligations of the developer and local jurisdiction.

BROWN'S DEVELOPMENT AGREEMENT PROPOSAL

Realizing there are staged processing that have to be completed prior to moving on with our project. We propose to the City the following agreements.

- 1) The building: We will work with the Adam's County Building Inspector to construct our building to all the standards required by the building code. We will also provide the inspector with full Engineered plans prior to the erection of the building.
- 2) Fire suppression: We will work with the local Fire Dept. making sure our building will meet all criteria for our type of structure.
- 3) Car Dealership: We propose our Idaho Dealership will be in hand prior to us retailing vehicles from our lot. In accordance with the rules and regulations to become a dealer, a building has to be in place meeting requirement to be able to operate a dealership.
- 4) Reclamation Permit: ITL would like to see all reclamation at the site completed and the plan terminated before other activity commences. We propose this will be one of the first things on our list to complete as well as the slope and berm for storm water retention. And we will provide ITL's closing documents to the city before moving on.



October 18, 2013

New Meadows City Council
Attn: Mac Qualls
401 Virginia Street
New Meadows, Idaho 83654

Subject: Brown's Business Development Preliminary Engineering Review

Dear City of New Meadows Council Members,

It was requested that an engineering review of Brown's business development be completed by Crestline Engineers, Inc. in accordance with City of New Meadows ordinances and applicable governing business development regulations. It is our understanding that Bill and Donna Brown are proposing a multiple operation business at 400 N. Norris Street on lots ten (10) through eighteen (18) of town block number eighty four (84). The proposed business is anticipated to include retail sales, an auto repair shop, used automobile and farm machinery sales, car wash, and commercial storage facilities. This engineering review was conducted in accordance with the City of New Meadows Ordinances and the 2005 City of New Meadows Comprehensive Plan. Additionally, it was reviewed with regard to American Disability Act (ADA) and Idaho State Fire Code compliance.

Review of the Submitted Design with regard to City of New Meadows Zoning Ordinances

Section 8 – "C" General Commercial District

Section 8-4, Permitted Uses, & Section 8-8, Conditional Uses

The proposed site is located in zone "C," General Commercial District, which has been established for general commercial and business activities and is governed by Section 8 of the City of New Meadows Zoning Ordinance. Uses permitted within zone "C" include the proposed business activities of automobile and equipment repair, auto sales, and car wash. A conditional use permit has been submitted for the proposed storage facilities because commercial storage is listed under the uses requiring a conditional use permit.

Section 8-5, Development Standards

A-B) It was assumed for this review that the front yard will be the southern end of the property, the back yard will be the northern end of the property, and the side yards will be the western and eastern sides of the property. "A "C" use that is adjacent to or across from a residential use must, at a minimum, meet the most restrictive setback requirement governing that residential use for the side of the lot that is adjacent or across from the residential use." Because "R-2" is across the alley from the proposed development "R-2" setbacks are to be enforced for the side yard, which are fifteen (15) feet from the property line. The submitted

site plan shows approximately seven (7) feet from the property line to the edge of the proposed storage buildings, which is in conflict with the fifteen (15) foot setback requirement.

- C) Zone "C" requires a twenty five (25) foot rear yard setback. The proposed storage units are shown on the site plan to be at the property line, are in conflict with the twenty five (25) foot rear yard setback.
- D) Total lot coverage of all buildings shall not exceed sixty percent (60%). As shown on the site plan, the proposed repair shop is 3,264 S.F, the proposed attached office is 1,248 S.F, and the proposed storage facilities cover approximately 4,200 S.F. The two hundred seventy (270) foot by one hundred fifty five (155) foot property is 41,850 S.F. The buildings cover approximately 21% of the lot, which is in accordance with this ordinance.
- E) Required parking shall have alley access and meet parking requirements as set in Section 16 of the New Meadows City Zoning Ordinance. Parking is addressed in this review after the completion of the Section 8 review.

8-6 Accessory Uses

As shown, on the Brown's submitted business development plan, this section is not applicable.

8-7 Building Height

The maximum building height permitted is thirty five (35) feet. The maximum building height shown on the Brown's site plan is twenty six (26) feet. Please note building height is also a concern regarding Federal Aviation Agency (FAA) and the proximity of the proposed development to the New Meadows Airport. These concerns are addressed in the "New Meadows Airport Impact and FAA Regulations" section of this review.

8-9 Signs in the "C" District

No plans for signing were submitted for this business development plan. Based on a maximum width of the primary building (50 feet), signing is not to exceed 75 S.F. A plan for applicable business signing is recommended.

8-10 Design Review Standards

All new buildings in zone "C" are to meet the design review guidelines set forth in Section 21 of the City of New Meadows Zoning Ordinance.

Section 16 - Off-Street Parking Requirements

Section 16-2 General Parking Requirements

- A) It is requested that a site plan be submitted with a standard 1" = X' drawing scale, not greater than 1" = 100'.
- B) "Commercial parking is for automobile parking only, with no sales, storage, repair work, or servicing of any kind conducted thereon." The Brown's site plan shows parking facilities but does not designate where auto sales will take place. It is

requested that a site plan designate where the proposed sales activities are to take place. Also, it is our understanding that car washing services are expected to take place on the west side of the primary building adjacent to the alley. The car wash area is anticipated to cause negligible impacts to the parking area.

- C) This item is not applicable at this time, but it is noted that should alterations to the nature/size of business/numbers of employees change that parking lot modifications may have to be made accordingly.
- D) "No inoperable vehicles shall be parked within public or private off-street parking." This is assumed to include vehicles for sale. It is recommended that vehicle/machinery sales area be shown on a revised site plan.
- E) Shall be served by a service drive so that no backward movement will be required. This site plan is in compliance with this ordinance.

16-4 – Parking Area Improvements

- A) The proposed parking area is subject to have surfacing of asphalt concrete, Portland cement concrete, or other dust free surfacing approved by the City Council. This has not been addressed on the proposed site plan and a variance application has not been submitted for this.
- B) The proposed parking area is subject to providing a "substantial" bumper from encroachment on abutting private or public property. This has not been shown/addressed as part of the proposed site plan.
- C) This line item is not applicable to the proposed development.
- D) Lighting was not submitted as part of the proposed site plan. It is requested that a lighting plan be submitted for the proposed development.
- E) This line item is not applicable to the proposed development.
- F) It was not specified on the site plan if two-way or one-way traffic will be facilitated through the parking lot. It was assumed that one-way traffic in the red-lined direction arrows are the proposed direction of traffic through the lot.

16-5 – Parking Lot Design Standards

Note: The parking spaces located most adjacent to Hwy 95 are not accessible and are not acceptable as shown on the submitted site plan.

- A) **Parking Dimensions** – The proposed parking spaces on the site plan are approximately ten (10) feet by sixteen (16) feet. This ordinance requires that the standard parking space is nine (9) feet in width by twenty (20) feet in length. The proposed parking spaces are required to be adjusted on the site plan be in accordance with the standard parking space. The proposed parking spaces meet compact car parking space requirements, but no more than 25% of spaces in a parking area may be designed as Compact parking spaces.

Parking aisle widths are acceptable for one way traffic (12 feet) but are not acceptable for two way traffic (24 feet). Markings on the parking surface are recommended to promote one-way traffic flow.

The parking spaces shown on the site plan located perpendicular to the secured storage space are located too close to the secured storage. Per the required parking aisle widths in Section 16-5 there must be twenty four (24) feet between the parking spaces nearest to the secured storage facility based the angle of the spaces as shown on the proposed site plan. It appears that the spaces are located approximately twelve (12) feet from the secured storage area.

- B) This line item is not applicable to the proposed development
- C) Bumpers must be installed along street property line where paved areas abut street right-of-way. This is not applicable with the current proposed parking plan.
- D) No stalls shall be such that cars must back over the property line to enter or leave a stall. The parking plan shown appears to be in compliance with this item.
- E) Driveway access to the property are variable as shown on the site plan and are required to be at least eighteen (18) feet in width. As shown the driveway access widths are acceptable but access widths are not specified on the site plan. It is recommended that driveway access widths are specified.

16-6 – Parking Spaces Required

The number of spaces required for this development was determined in accordance with the various uses specified in Section 16-6. Based on the site plan provided, (32 or 21) spots are required for this development. It is requested that the City provide guidance as to whether the open secured storage area will be used in determining the number of required parking spaces. On page 79 of the Zoning Ordinance it states that there is to be one (1) parking space per seven hundred (700) feet S.F. of gross floor area. Thirty six (36) parking spaces are shown on the site plan, although ten (10) of the parking spaces are not accessible and are not valid.

Section 21 – Design Review

21-6 – Design Criteria

The governing criteria for denying or approving the application is based on the 2005 Comprehensive Plan, 21-6 Design Criteria, and 21-7 Design Guidelines.

On page 32 of the 2005 Comprehensive Plan it states the City should consider a stormwater management plan and should consider noise mitigation in all land-use decisions. In Bill Brown's reclamation plan it states that there is a drainage ditch that runs North-South at the West side of the property and on the south end there is natural drainage ditch between Taylor Street and the property. In the Planning & Zoning Commission Meeting on Monday, August 5, 2013, Bill Brown stated "the property will drain at the natural slope away from residential lots." It is our recommendation that stormwater be detained on-site in landscaped areas prior to

releasing onto City of New Meadows ditches that are adjacent to the City's streets. This recommendation is made out of the knowledge that the City's current stormwater facilities are generally inadequate and there have been issues with flooding in the City due to stormwater. Landscaping is not shown on the site plan and it is recommended that a new site plan be required to show site grading, landscaping, and stormwater detention areas. Noise mitigation is an issue with many of the letters submitted to the City concerning the development. It is recommended that the auto repair building be adequately insulated to mitigate noise. If machine services are conducted within the building then noise mitigation should not be required for the development, other than the building's insulation.

21-7 – Design Guidelines (only applicable numbered items are listed)

- 2) The roof pitches and building height appear to be compatible with the surrounding community.
- 4) Site grading should retain storm drainage on-site and not push drainage onto neighboring property or into public rights of way. The proposed site plan and testimony from Bill Brown at planning and zoning meetings do not reflect this. It is our recommendation that a revised site plan showing the grading of the proposed development and stormwater detention areas be submitted to the City.
- 5) Improved parking areas shall have at least 25% of the improved parking and circulation areas for snow storage. Snow storage locations have not been provided on the site plan to verify the 25% requirement. It is our recommendation that a revised site plan be submitted showing the areas reserved for snow storage.
- 6) Do not place walkways, entries, decks or landscaping where they may be damaged by falling snow. It appears that the 6' proposed sidewalk adjacent to the retail structure is located in an area of falling snow. A buffer area where snow is designed to fall should be included between the retail structure and proposed sidewalk or a more detailed site drawing be submitted to determine that the sidewalk is located a safe distance from falling snow.
- 7) Trash storage and propane tanks (if any) should be shown on the site plan but are not included on the submitted site plan.
- 14) Lighting is not shown on the proposed site plan and as such this item cannot be evaluated with respect to this design guideline. It is recommended that proposed outside lighting (if any) be included on a revised site plan.
- 15) "Landscaping should be an integral part of the project design." Landscaping is not included on the submitted site plan, but it is recommended that one be reviewed.
- 16) "Utility installations, such as: electricity, cable TV, telephone, shall be underground." The site plan does not identify any of these utility installations, but it is recommended that their locations be included on a revised site plan.
- 17) "Commercial and Industrial districts require eight (8) foot sidewalks." Sidewalks are not shown on the site plan. A variance application has been submitted to

relieve this requirement the development citing financial concerns. If sidewalks are unable to be constructed as part of the initial phase of this project it may be an option for the Council to have a development agreement with the Brown's to phase the sidewalks required on Taylor Street and Hwy 95 over an agreed upon time frame.

Fire Systems Compliance

The city of New Meadows zoning ordinances and Design Review do not mention fire system requirements of proposed business developments. It is our recommendation that the Brown's coordinate with the New Meadows Fire Department to bring the proposed business development in compliance with the applicable fire codes and present that information with the design review.

American Disability Act (ADA) Compliance

The zoning ordinances and design review do not mention ADA compliance. It is our recommendation that a new site plan be submitted showing the developments compliance with ADA standards, both inside and outside the proposed buildings. This includes but is not limited to door widths, parking lot spaces, and ramps to the proposed sidewalk to/from the parking lot.

New Meadows Airport Impact and FAA Regulations

In a memo dated 9/3/2013 the Idaho Transportation Department (ITD) Division of Aeronautics stated that they have reviewed the proposed building placement and elevation and "will not oppose the proposed development" but "should he attempt to build structures higher or any closer to the runway end than his drawings indicate, there will most certainly be penetration of the protected airspace for that runway end."

There are two types of "zones" of airspace regarding FAA regulations. The first is FAA Protected Airspace, which slopes at 20:1 for a horizontal distance for 10,000 feet from the runway. The review by ITD Division of Aeronautics determined that FAA Protected Airspace will not be penetrated by the proposed building elevations.

The second "zone" is a Runway Protection Zone. In a letter from ITD Division of Aeronautics dated 7/21/2013, it states "this project will be within the runway protection zone (RPZ). Typically, development in an airport's RPZ is discouraged, but cannot be prevented. The RPZ based on New Meadows Airport runway length, slopes at 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway. Based on Bill Brown's submitted design review application and City of New Meadows topographic information, it is estimated that the building will encroach into the RPZ by approximately 2 feet of elevation. Encroachment into the RPZ requires FAA Form 7460-1 "Notice of Proposed Construction or Alteration" to be submitted to the FAA for formal processing, although as ITD Division of Aeronautics state, "detailed site plans that include survey data will be needed to make this final evaluation."

Because of the proximity to the runway, glare and lighting from the proposed development is a safety concern. It is recommended FAA representatives or local aviators be consulted to aid in choosing building materials and lighting that will not negatively affect airport safety.

It is noted that Dennis C. Nau and two other local pilots (including the President of McCall Aviation) oppose this development because of the penetration of the Runway Protection Zone and 6 other cited reasons. The letter that Mr. Nau wrote is public and can be found on-line as part of this business development application.

Site Plan Punchlist

The site plan submitted for this design review is insufficient with regard to the amount of detail presented. It is recommended that a revised site plan be submitted with the following additions so a more complete review can be completed. It would be best to present the drawings on multiple sheets, as including all of the necessary information on one (1) sheet is likely to be unreadable.

- Water and sewer service connections
- Underground utility installations (electricity, phone, fiber optic, etc.)
- Site grading (flow direction arrows)
- Stormwater detention
- Landscaping plan
- Property setbacks
- Locations of snow storage, farm/auto sales, car washing, and any other proposed business activities
- Business related signs
- Dust abatement protocol if development is pursuing option not to pave parking lot
- ADA compliant site plan and building dimensions
- Locations of trash storage
- Development outdoor lighting/building reflectivity
- Car wash facilities

Necessary Information Omitted from the Design Application

- Site Report Form S.W. District Health with appropriate written approval.
- Document from a registered professional engineer certifying that flood proofing and elevations are correct and comply with Section 5 of Ordinance #288-04.
- Provide letter a from the Idaho Department of Lands (IDL) stating that all conditions of the reclamation plan are met.
- Details of the car wash facilities
 - o How much water is expected to be used?
 - o Sand & grease trap details and location to catch wastewater prior to connecting to the City's sanitary sewer system
 - o How will the carwash wastewater be collected so that stormwater does not enter the sanitary sewer system?

Items in Conflict with the Design Review Guidelines and the City of New Meadows Zoning Ordinance

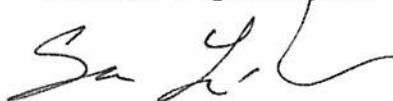
- Location of storage buildings with regard to building setbacks. Information on these setbacks was addressed in Section 8-5, A-C of this review.

- Parking lot layout, which includes incorrect parking space dimensions, aisle widths, and unaccessible parking spaces.
- The Site Plan and submitted Applications do not address the parking lot surface material.

Please contact Crestline Engineers, either Gregg Tankersley (gtankersley@crestline-eng.com) or Sam Larrondo (slarrondo@crestline-eng.com), if you have any questions about this review of this proposed project. It is recommended that we further review project details and updates once they are turned in by the applicant. Additionally, a final engineer review should be completed prior to the issuance of a building permit for this project.

Respectfully submitted by,

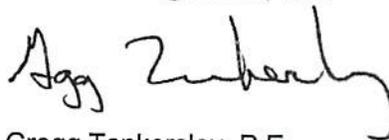
Crestline Engineers, Inc.



Sam Larrondo, E.I.T.
Associate Engineer

Reviewed by,

Crestline Engineers, Inc.



Gregg Tankersley, P.E.
Principal Engineer

Enclosures:

"Red-lined" Site Plan showing conflict of setbacks and parking lot layout

In Answer to: Crestline Engineers Review

According to Crestline Engineers request for a revised site plan, we have submitted the revised site plan and made all requested changes according to their recommendations

Section 8 – “C” General Commercial District (See revised site plan)

8-4: Permitted uses, & Section 8-8, Conditional uses: Proposed business is located in zone C, General Commercial District. All proposed business activities are permitted within zone C. A Conditional use permit has been submitted for proposed storage facilities to offset building a fence on the property line on the alley side, as well as a noise barrier.

8-5: Development Standards

A, B & C) All the setback requirements have been met in the requested site plan, with the conditional use permit having been submitted and approved by Planning and Zoning for the storage buildings on the alley side. We now have a 30' setback on the rear yard.

D) Crestline has stated that our storage sheds are 4,200 sq. ft. Looking at the site plan the buildings are actually 1560 sq. ft. Crestline stated that the buildings cover 21% of the lots. With the sq. ft. correction the buildings on the plan cover less than 21% of the lot, which is in accordance with the ordinance.

E) Required parking has alley access and the requested site plan meets parking requirements as set in Section 16.

8-6: Accessory Uses N/A

8-7: Building Height: The building height is 6 feet under the permitted 35 feet. The concerns on the Airport impact are addressed in the New Meadows Airport Impact and FAA Regulations section.

8-9: Signs in the “C” District: Our sign will be lighted and is based on the maximum width of the primary building (66 feet) and shall not exceed 99 S.F. and will be placed on the light pole on the corner of Norris (Highway 95) and Taylor Street.

8-10: Design Review Standards: Our proposed building has met the design review guidelines set forth in Section 21 of the New Meadows Zoning Ordinance and has been approved by the Planning and Zoning Committee.

Section 16 – Off-Street Parking Requirements (See revised site plan)

16-2:General Parking Requirements

A) A revised site plan has been submitted with all required changes.

B) The requested site plan designates where employee parking is, customer parking including handicap parking, and where sales parking is. Car washing services are on hold for now and will be brought before the City at a later date.

C) N/A

D) There is a 60' X 155' secured storage for any inoperable vehicles and for machinery sales.

E) Our plan is in compliance with the required service drive for no backward movement.

16-4: - Parking Area Improvements (See revised site plan)

A) As per our original application to Planning and Zoning we recommended that the broken basal, which is already a low or no dust surface, be left along with finishing it with crushed gravel to stabilize the subsurface runoff in our plan. New Meadows Planning and Zoning agreed with our concept, realizing that a paved lot would put the storm water runoff directly into the inadequate and non-existent storm water system.

B) The only parking on our lot that has the potential of encroachment on abutting property is the sales parking on the east. There will be a berm to stop water runoff as well as a two rail split rail fence for aesthetics.

C) N/A

D) There will be three street lights on Norris, three street lights on the alley with the lights being hooded and shining in a downward direction. The lights on the buildings will be underneath the soffits and shine in a downward direction.

E) N/A

F) All of the traffic lanes in the revised plan are a minimum of 30' wide to facilitate two-way traffic.

16-5 – Parking Lot Design Standards (See revised site plan)

A) All of the parking has been changed on the revised site plan. Every parking spot on our lots are 10' wide and 20' long, except the parallel parking. The parallel parking has compact parking in every

other spot, with the extra four feet of the 20' spot marked between the compact spot and the 20' spot in front to be left open for extra maneuvering room for exiting. All traffic aisles are a minimum of 30' to accommodate two-way traffic.

B) N/A

C) Bumpers are not applicable with the proposed parking plan

D) Since no stalls require backing over the property line our parking plan is in compliance.

E) The driveway access is 31' and is marked on the new site plan.*

16-6 – Parking spaces required. (See revised site plan) We have 6072 sq. ft. of gross floor area in our building plan. According to Crestline we are required to have one parking space for every 700 sq. ft. of floor space. That makes eight customer parking spaces, which is what we have.

Section 21 – Design Review (See revised site plan)

21-6 – Design Criteria – Our revised site plan shows the landscaping that we will put in place to detain and retain storm water on site. The north 30' lot on our property abutting the City's McLain Street will be sloped at a 1 ½' to 1' drop down to the rest of the lots in accordance with our reclamation plan. That 30' will now be somewhat longer because of the slope, and will be seeded with grass and shrubbery to soak up and stop most if not all runoff on it. The rest of the lots already have a gradual slope to the east which we will use to our advantage and place a berm the full length of our Highway 95 frontage to stop any other runoff that may occur. That berm will have a

two rail split rail fence either in front of, in back of, or on top of it to stop any traffic from entering or exiting that side of the property as well as for aesthetics. As for noise mitigation, we have submitted a variance to build storage sheds in place of a fence for noise mitigation on the west side (alley side) of our property. Those storage sheds will stop considerable more noise than a fence and will cover the back 130' of the property line. The front 110' will be left open according to Section 8-E which states required parking shall have alley access. Crestline states that if machine services are conducted within the building, then noise mitigation should not be required for the development, other than the building's insulation. Our building will have energy seal high tech foam insulation blown into the walls and ceiling. An energy seal report has been submitted to the City to show the impact on noise volume with this energy seal foam.

21-7 – Design Guidelines

2) Roof pitches and building heights are compatible/

4) Site grading has been previously addressed in the revised site plan as well as in our storm water retention plan.

5) Our revised site plan shows a 60' X 143' secured storage that is fenced from the rest of the lots. That secured storage will be used in winter for snow storage as well as the last landscaped lot that is 30' X 155'. That is a third of our property which is more than the 25% that is required.

6) Our sidewalk will be covered by the eaves of our building.

7) Trash storage, propane tanks, old tires and toxic waste storage will be behind the fence of the secured storage.

14) Lighting is shown on our revised site plan and explained in our lighting design.

15) Landscaping is shown on our revised site plan and explained in our landscaping design.

16) Utility installations are shown on a separate plan.

17) There has been a variance application submitted to defray the sidewalk requirement.

Fire Systems Compliance – The City of New Meadows Zoning Ordinances and Design Review **do not** mention fire system requirements of proposed business developments. We will be working with the building inspector and the New Meadows Fire Dept. to insure compliance with the applicable fire codes.

American Disability Act (ADA) Compliance - The City of New Meadows Zoning Ordinances and Design Review again **do not** mention ADA compliance. We have researched and are in compliance as shown on our new site plan.

New Meadows Airport Impact and FAA Regulations – We have submitted a Memorandum from Mike Pape, Aeronautics Administrator for the State of Idaho. In his memorandum he states that:

1) The proposed maximum elevation of the building (3895 ft. asl), when constructed as indicated, is 13 feet below the runway end elevation (3908 ft. asl) as surveyed.

2) The proposed building, when constructed as indicated, does not penetrate the 20:1 approach slope and does not create an approach obstruction hazard.

3) The proposed building, when constructed as indicated, does not penetrate the 100:1 notification surface and therefore does not require submittal of a FAA Form 7460-1.

4) The proposed building, when constructed as indicated, will not create a Hazard to Air Navigation as regulated in Idaho Aeronautics Law, Idaho Code # 21-513 to 21-520, and Idaho Administrative Code, IDAPA 39.04.02, Rules Governing Marking of Hazards to Air Flight.

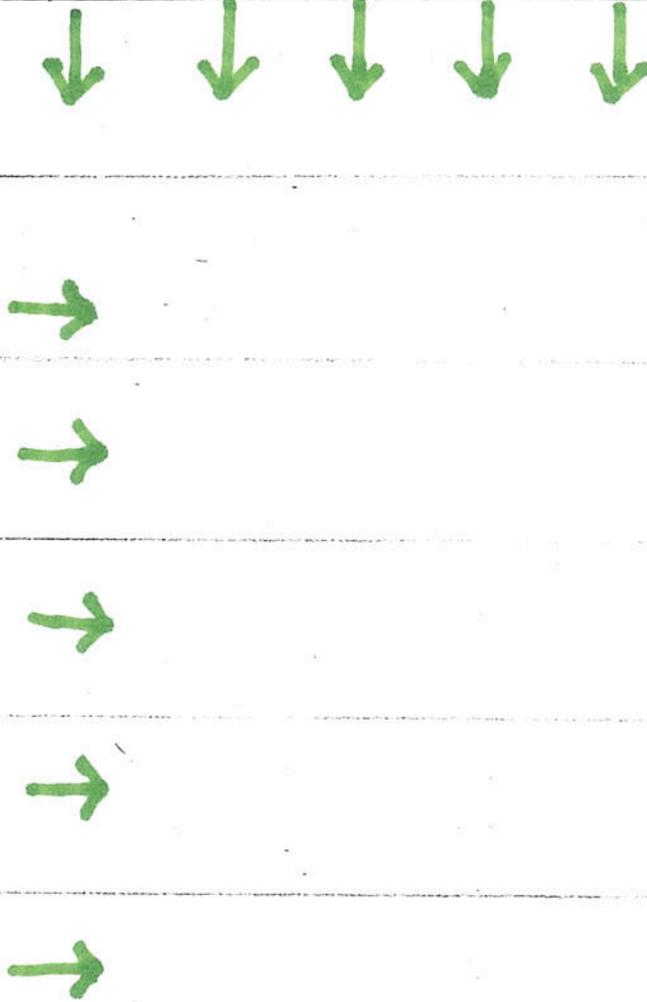
Information on the Site Plan Punchlist, Necessary Information Omitted and Items in Conflict have all been addressed as we went through Crestline's Review.

McLain Street

Sloped Lot

Alley

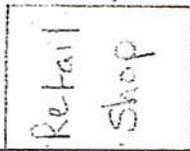
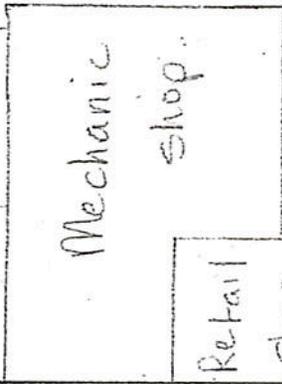
Storage Buildings



RETENTION BURM

Highway 95
or

North Morris Ave



LEGEND

- SEEDED SLOP 
- RETENTION BURM & RAIL FENCE 
- WATER 
- SEWER 
- ELECTRIC 
- SLOP 

Taylor Street