

City of McCall

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SCENIC ROUTE INFORMATION



Any structure or a portion thereof which may be visible when traveling along the roadways listed below, and any part of which is located on a lot, any portion of which is within 150 feet of the nearest right-of-way line of a road named in this Section, **shall be subject to both Scenic Route and Design Review. Please refer to the Design Review checklist for materials that must be submitted with that application.**

The following materials must be submitted with your Land Use Application:

- Fee: \$1500 (for applications non-concurrent with Design Review); checks payable to the City of McCall
- Please indicate the improvements anticipated in the change, whether or not to be owned by the public, on your Land Use Application:
 - land clearing (tree cutting)
 - grubbing (topsoil removal)
 - signs
 - excavation (digging and/or filling)
 - building construction
 - parking improvements

Incomplete applications cannot be accepted by the City. Unless otherwise exempted by the Administrator, all Application Requirements must be provided at the time of submission.

The Scenic Route Zone includes:

One hundred fifty (150) foot wide strips of land bounded by the right-of-way lines of the following named streets, and by lines parallel to and 150 feet away from such right-of-way lines, together with any right-of-way not part of the roadway:

1. State Highway 55, from the southern boundary to the northern boundary of the Impact Area (Third Street and Lake Street).
2. East Side Road and East Side Drive from Lick Creek Road to Warren Wagon Road.
3. Warren Wagon Road to the northern boundary of the Area of City Impact.
4. Lick Creek Road from the intersection of Spring Mountain Boulevard east to the eastern boundary of the Impact Area.
5. Spring Mountain Boulevard from Deinhard Lane to Lick Creek Road.
6. Mission Street and Norwood Road to boundary of the Area of City Impact.
7. West Valley Road, Wisdom Road, and West Mountain Road extended to the western or southern boundary of the Area of City Impact.

Exceptions: Scenic Route Approval will not be required for the following building or site modifications (although a building permit may be required)

- a. interior remodeling of a structure which does not impact the exterior appearance of the structure or significantly impact the parking, landscaping or other exterior uses of the property.
- b. repairs to an existing building if the outward appearance is not significantly changed.
- c. improvements to or maintenance to an existing building or site where these do not significantly impact the outward appearance of the building or site.

Criteria:

The Commission shall ascertain whether the proposed development, improvement, or use will:

1. Block or disrupt the visibility of significant views or features.
2. Be compatible (in terms of setback, bulk, height, design, finish materials, signing and landscaping) with its immediate surroundings and the desired visual quality of the scenic route.

Requirements for Development

Prior to the issuance of a building permit, and prior to any clearing, grubbing, excavation, or other construction (including removal of any existing structures or improvements), the owner shall apply to the Commission for approval of a site plan. A building permit shall neither be issued, nor any such work or construction undertaken, until approval of the site plan and design approval of proposed structures in accordance with Chapter 16.

The maximum height for any structure is 35 feet in the Scenic Route zone. All structures in subdivisions platted after (date of adoption) are to be setback from the property line not less than 75 feet, except that where the lot is within any residential zone or commercial zone, the setbacks provided for such Zone shall govern instead. The setback requirements for parcels along South Third Street (Highway 55) from Deinhard Lane to the south boundary of the Impact Area are as follows:

1. Adjacent to, or within, 300 feet of a street intersection, the setback will be ten (10) feet.
2. Otherwise, the setback will be 35 feet.

Timber harvesting. The existing forest in the McCall Area is considered a public resource, important to the character of the Planning Jurisdiction and its tourist economy. Prior to the issuance of a relevant building permit, the harvesting of timber shall be limited to dead, dying or damaged timber. Slash shall not be accumulated or piled within view of the roadway. Following issuance of a relevant building permit, tree removal is additionally permitted within the area of the building footprint, other structures, driveways, and other improvements, and in accord with § 3.8.04 *Fire Hazard Mitigation Standards*. Development of the lot should endeavor to preserve standing, healthy trees outside the area occupied by improvements, lawn not being considered an improvement for these purposes. Landscaping shall replace trees harvested or removed.

Access roads. Access roads in subdivisions and re-subdivisions platted after (date of adoption) will be kept to a minimum. Every subdivision platted after (date of adoption) shall provide an interior roadway providing access to each lot, which interior roadway shall connect to the Scenic Route at a single point of access, as is the case with Lucks Point Subdivision, for example, except as the Fire Chief may require an additional access. The intersections of any two access roads with the Scenic Route in the Impact Area and any portion of the Planning Jurisdiction that was in the Impact Area on (date of adoption), shall be no closer than one thousand feet to each other. Where the entire frontage of a parcel on the Scenic Route on (date of adoption), is less than one thousand feet from the intersection of its side boundaries with the right of way, and if an agreement with adjacent property owners for a common property line point of access is not reached after bona fide effort, that shorter distance between intersections is permitted which is consistent with a minimization of points of access. Direct driveway access shall be discouraged to the Scenic Route in the Impact Area.

Inside the City Limits within existing subdivisions where individual lots with Scenic Route right-of-way as a lot boundary cannot obtain access to the public road from a road interior to the subdivision, direct access onto the Scenic Route may be allowed, provided that the driveway distances in the applicable zone shall apply. In such cases, common driveways on common lot lines, thus two driveway accesses per four (4) lots, may be required.

Bike paths. Some or all of the routes listed in § 3.7.031 are designated by the Parks and Recreation Master Plan (see the *McCall Pathways Master Plan, 2012*) to have a bike path, walkway or other recreational routing along side, or as a part of the scenic route. Where such designation exists, the Commission shall assist in the effectuation of the *Master Plan* by the exaction of recreational easements or dedication of additional right-of-way or other techniques to ensure a continuous route for such uses. In all cases the City must show that such exaction is roughly proportional to the impacts of the development and that the conditions for implementing portions of the bike paths are to be based upon an individualized determination for each development that the conditions are related to both the nature and extent of such impacts.