



**Boise County Planning and Zoning Commission
PONDEROSA PEAKS AIRSTRIP - CUP #2026-002
Findings of Fact, Conclusions of Law, Conditions of Approval and Order**

February 5, 2026

The Boise County Planning and Zoning Commission (“Commission”) held a public hearing on December 18, 2025 to consider Jax GP’s (“Applicant”) application for a Conditional Use Permit (“CUP”), application number CUP #2026-002 (“Application”), pursuant to Boise County Amended Unified Land Use Ordinance #2024-002 (ULO) Section 2.5.

FINDINGS OF FACT

Based upon the file, hearing, and evidence received in the above-noted matter, the Commission issues the following Findings of Fact and Conclusions:

A. Documents Received Into the Record

1. The Planning and Zoning Department’s (“Department”) file and record in this matter:
 - a. Conditional Use Permit Application #2026-002.
 - b. Exhibits 1-51.
 - c. Planning and Zoning Staff Report dated December 18, 2025, and marked as Exhibit 52.
 - d. Applicant’s PowerPoint Presentation presented to the Commission at the public hearing on December 18, 2025 and marked as Exhibit 53.
 - e. Staff’s PowerPoint Presentation presented to the Commission at the public hearing on December 18, 2025 and marked as Exhibit 54.

B. Procedural History

1. On November 13, 2025, the Department sent notice of the CUP application and public hearing to agencies and surrounding properties in accordance with the ULO and applicable law.
2. On December 3, 2025 and December 10, 2025, notice of the CUP application and public hearing was published in The Idaho World in accordance with the ULO and applicable law.
3. On December 6, 2025, notice of the CUP application and public hearing was posted on the subject property in accordance with the ULO and applicable law.
4. On December 18, 2025, the Commission held a public hearing on the Application. Applicant and the public provided testimony regarding the CUP. No member of the public was prevented from testifying.
5. After hearing all testimony from Applicant and the public, the Commission deliberated the application and approved the CUP with site-specific conditions.

C. Relevant Facts From the Application

1. The property subject to this CUP is identified as Parcel # RP07N04E266002 (“Property”).
2. The Property consists of 172 acres of land.
3. The Property is currently undeveloped. Trail Creek is a small stream that runs through the

middle of the Property flowing west to east. The Property largely consists of an open meadow. A small tree-lined ridge is located on the south border of the Property.

4. The immediate surrounding property uses consist of rural residential uses on the north, vacant land on the east and south, and Harris Creek Road on the west. Rural residential uses exist west of Harris Creek Road. The Star Ranch residential subdivision is located north and west of the Property.
5. Applicant is seeking a CUP to use a portion of the Property as a private airstrip. Applicant's representative is the current fire chief of the Placerville Fire Protection District.
6. The private airstrip will be approximately 3,200 feet in length and will be located on the Property north of Trail Creek.
7. The airstrip will be a private-use grass runway.
8. The airstrip will not have any lighting or infrastructure.
9. Upon approval of this CUP, Applicant intends to submit a subdivision application to the Department seeking to subdivide the Property into approximately eight lots: one lot for the private airstrip, six lots for residential use, and one lot for use by the Placerville Fire Protection District.
10. The private airstrip will be restricted to use by the residential owners of the subdivision and their guests.
11. The airstrip will not be used by the general public.
12. The airstrip will not be used for commercial purposes.
13. The airstrip will be accessed off of Harris Creek Road. Applicant intends to build a private service road that will connect Harris Creek Road to the airstrip.
14. No access to the airstrip will be provided or allowed from any other road, including Hiatt Circle, Hack Lane, Put Road¹ or Ranft Drive, which are located to the north of the Property.
15. Flight approaches to the airstrip will be made on the south side of the airstrip for a left or right base to avoid flying over houses located in Star Ranch and other houses located north of the Property.
16. Placerville Fire Protection District ("PFPD") will provide fire services to the Property.
17. East Boise County EMS District ("EBCED") will provide emergency services to the Property.
18. Boise County Sheriff will provide law enforcement services to the Property.

D. Relevant Facts From Public Comments and Public Hearing

19. The public had the opportunity to provide written comments, documents, photos, reports, maps, diagrams, or tangible evidence to the Department seven days prior to the public hearing, in accordance with ULO § 2.5.C.
20. Public agencies also had the opportunity to review the Application and provide written comments to the Department seven days prior to the public hearing, in accordance with ULO § 2.4.C.1.
21. The Department received around 36 public comments from members of the public.
22. Many of the public comments were opposed to the Application. The comments opposed to the Application included, but are not limited to, the following relevant facts:
 - a. A new airstrip is not needed because airstrips already exist in Placerville, Garden Valley, and Idaho City.

¹ Applicant's site plans (Exhibit 5) relied on images and maps from an online source that incorrectly depicted Put Road and Ranft Drive as roads entering the Property from the north, and the Applicant overlaid his site plan onto that image. In fact, Put Road does not exist on the ground or in County records, and Ranft Drive does not provide access to or enter the Property.

- b. Low-altitude aircraft could disturb or displace wildlife, including moose, deer, elk, raptors, birds, and other species.
 - c. A grass airstrip could require herbicides to maintain the airstrip, and such herbicides could damage the soil and waterways.
 - d. Low-altitude aircraft could generate excessive noise.
 - e. Aircraft warming-up and taxiing could also create excessive noise.
 - f. Small aircraft could release lead and other toxins into the air and soil.
 - g. An airstrip and aircraft could increase wildfire risks.
 - h. Any accidents could cause fuel leaks or environmental hazards.
 - i. An airstrip would not add an appreciable benefit to the quality of life in surrounding areas.
 - j. An airstrip would impact sandhill cranes, which are a protected species in Idaho. The sandhill cranes nest in the surrounding area.
 - k. Aircraft taxiing from the airstrip to the private hangars would need to cross Trail Creek, which could negatively impact the creek.
 - l. A private airstrip would not economically benefit the community.
 - m. PFPD cannot adequately respond to emergency situations at the airstrip.
 - n. EBCED cannot adequately respond to emergency situations at the airstrip.
 - o. An airstrip will negatively impact the peace and serenity of the surrounding area.
 - p. An airstrip could negatively impact surrounding property values.
 - q. An airstrip could impact the insurance coverage of surrounding residential homes. Some comments suggested that insurance premiums would increase, and some comments suggested that insurance coverage could be canceled.
 - r. Hangars could block the view of the meadow for surrounding homeowners.
 - s. The landing approach and takeoff patterns will require aircraft to fly over existing homes.
 - t. The airstrip could impact surrounding wetlands.
 - u. The airstrip could impact the safety of surrounding homes and homeowners in the event of an aircraft crash.
 - v. Comments raised concerns about liability in the event of damage caused by an aircraft crash.
 - w. An airstrip could increase dust in the area.
 - x. Comments raised concerns about the number of aircraft that could use the airstrip.
 - y. Comments raised concerns about midair collisions and increased air traffic.
23. Public comments in favor of the Application included, but are not limited to, the following relevant facts:
- a. The surrounding area already experiences more noise than an aircraft would produce, such as noise from side-by-side UTVs, chainsaws, wood splitters, snowmobiles, and snowblowers.
 - b. The Application meets legal requirements and the Applicant's private property rights should be respected.
24. Public agencies provided the following relevant comments:
- a. Idaho Power: No comment. Distribution facilities exist in the area to bring power to future homes in the area.
 - b. Boise County Sheriff: Does the private airstrip require FAA approval? Even if an emergency landing zone is designated at the Property, Air St. Luke's and St. Al's Life Flight will still need to determine whether to accept the landing zone.
 - c. EBCED: The Placerville Ambulance Station is an established, authorized, and actively used medical helicopter landing zone. The ambulance service will continue to use the Placerville Ambulance Station as a landing zone. EBCED will require adequate emergency vehicle access as the subdivision is developed. EBCED believes the proposed parcel donation for a future PFPD station would improve fire coverage and

- significantly enhance response capabilities. This would strengthen emergency readiness and contribute to the safety and resilience of local residents.
- d. Life Flight Network: Life Flight Network aircraft all have terrain and aircraft avoidance systems as well as night vision goggles on every flight. An airstrip would give air ambulance providers more places to land.
 - e. Idaho Department of Environmental Quality (“DEQ”): DEQ does not review projects on a project-specific basis, but provides general guidance for all developments. The general guidance recommends compliance with laws and regulations related to air quality, wastewater and recycled water, drinking water, surface water, solid waste, hazardous waste, and groundwater contamination.
 - f. Boise County Emergency Manager: the Emergency Manager noted concerns about increased air traffic, increased fire risks, and hazardous materials such as aviation fuel. The Emergency Manager recommended compliance with roadway widths as outlined in the ULO, and having an adequate water supply for fire suppression. The Emergency Manager also noted that the proposed new fire station would increase fire capacity, provide a staging area, incident command base location, and landing area for fire aviation.
 - g. Central District Health (“CDH”): CDH had no objection to the Application, but commented that a sewage system must be installed if restroom facilities are installed.
25. During the December 18, 2025 public hearing, the Applicant had the opportunity to present testimony to the Commission. Thereafter, the public had the opportunity to present testimony to the Commission, and the Applicant had an opportunity to present rebuttal testimony.
26. During the public hearing, the following relevant facts were presented by the Applicant to the Commission during the Applicant’s initial presentation:
- a. The airstrip will comply with all applicable laws and regulations.
 - b. The FAA does not regulate private airstrips.
 - c. Applicant will regularly mow the airstrip.
 - d. The majority of airplanes using the airstrip will have full authority digital engine control (“FADEC”) systems, which increase safety and reduce noise. Applicant also provided testimony regarding restrictions on sound from certain types of airplanes like those that will utilize the airstrip, which will also contribute to reduced noise.
 - e. The airstrip length will be three-times as long as required for small general aviation.
 - f. Insurance rates and coverage is based on your own property and not neighboring properties. The main factor for homeowners’ insurance rates includes fire rating. A 30,000-gallon self-refilling water supply has previously been installed on the Property. Applicant will also pay for a pump to connect the water source to fire trucks. Additionally, if the CUP is approved, the Applicant will submit a subdivision application and donate one lot to the PFPD to use as a fire station and create a pond as another water source. Applicant claims that this will create a better fire rating for nearby homes and help with insurance rates.
 - g. Applicant acknowledged that flying presents some safety risks. However, he claimed that flying was safer than other forms of transportation, in part, because of the amount of training that is necessary to fly a plane.
 - h. Applicant stated that pilots use a common frequency for communication and regularly announce their locations. All aircraft are required to track their locations. Pilots can see those locations on devices in the aircraft, including personal devices such as iPads.
 - i. Applicant also will create a Notice to Airman (“NOTAM”) that will inform pilots of the flight patterns for the airstrip, including the approach and takeoff patterns.
 - j. Applicant claims that the noise generated by a small aircraft is similar to the noise generated by a lawn mower and less than the noise generated by a chainsaw or side-by-side UTV. Applicant also notes that sound dissipates exponentially over distance,

- and there are restrictions on how loud the type of airplanes that will use the airstrip can be. Applicant designed the incoming and outgoing flight pattern to be south of the airstrip, which will reduce noise to the homes located north of the Property.
- k. Applicant claims that the airstrip will be located outside of the wetland areas and outside of the flood zone. Applicant will continue to consult with Idaho Fish and Game (“IDFG”) and the Army Corps of Engineers (“ACE”) in planning the airstrip and the subsequent subdivision.
 - l. Applicant has irrigation water rights and can mitigate dust by ensuring that the grass is healthy and green.
 - m. Applicant claims that use of the airstrip will not be frequent enough to ruin the grass in the meadow.
 - n. Applicant stated that the airstrip will use the existing topography, but grading may be needed to smooth some areas. Applicant will not need to cut and fill to create the airstrip.
 - o. Applicant will use native grass for the airstrip surface. If the native grass is insufficient, Applicant will introduce another native grass seed. Applicant will also irrigate the airstrip if necessary.
 - p. Applicant claims that, if the subsequent subdivision application is approved, any homes and hangars built pursuant to the subdivision approval will be high-valued structures and will fit in with the area. The Covenants, Conditions, and Restrictions (“CC&Rs”) for the proposed subdivision will include provisions ensuring compatibility.
 - q. Applicant claims that the airstrip, and the subsequent subdivision application, will add community benefits such as an additional fire station, an additional water source for fire protection, a helicopter pad located off of the public road, and a community gathering area.
 - r. Applicant claims that once land is donated to PFPD, PFPD can then pledge the land to secure a grant for a new fire station.
 - s. Applicant was open to limiting aircraft or aircraft operations at the airstrip.
 - t. Applicant was open to more restrictive hours of operation in the summer.
 - u. Applicant did not have any concerns with Staff’s proposed site-specific conditions of approval.
27. During the public hearing, some members of the public provided testimony in support of the Application. Those testimonies included the following facts:
- a. The airstrip can be designed with no impacts to the wetlands.
 - b. The airstrip will add aircraft noise, but the surrounding area already has loud noises from chainsaws, ATVs, and snowmobiles. The aircraft noise would be accepted as sounds of the mountains.
 - c. The property owner located south of the Property stated he was in favor of the Application. He stated that insurance rates will not be impacted, and insurance rates are regulated by Idaho Statute. He also claimed that devaluation of surrounding properties will not occur and that the properties to the north of the Property won’t be impacted. He also claimed that wildlife, including the sandhill cranes, will continue to feed in the meadow.
28. During the public hearing, some members of the public provided neutral testimony. Those testimonies included the following facts:
- a. The Boise County Assessor provided testimony. He stated that he did not submit an agency comment timely, so he wanted to provide oral testimony because members of the public had reached out to him regarding the effect of the airstrip on their assessed values. He stated that, as of 2025 in Boise County, he does not see any difference in valuation of properties surrounding airports.
 - b. A commenter stated that three pairs of sandhill cranes frequent the meadow, and

- sandhill cranes do not like loud noises and could fly in the air and hit planes. He also was concerned about liability for potential fire.
- c. A commenter suggested that the airstrip was too long and could be shorter. He also was concerned about exclusivity and suggested requirements to allow others to use the airstrip.
29. During the public hearing, some members of the public provided testimony in opposition to the Application. These testimonies provided the following facts:
- a. Deer and elk will change patterns due to an airstrip.
 - b. Sandhill cranes are protected in Idaho and the airstrip would impact nesting areas.
 - c. An airstrip would negatively impact wildlife.
 - d. Surrounding views will be impacted by the airstrip and construction of hangars.
 - e. An airstrip and aircraft would produce excessive noise.
 - f. Flight patterns could go over existing homes and subdivisions.
 - g. It will take 20-30 minutes to warm up a plane's engine, which will result in 20-30 minutes of noise.
 - h. Peace and quiet of the surrounding area would be lost.
 - i. An airstrip would increase fire risks.
 - j. Applicant did not submit a fire protection plan.
 - k. The Placerville area already has land for a future fire station and already has a helipad.
 - l. PFPD's emergency response is not sufficient to respond to emergencies.
 - m. Fire from an emergency could spread to surrounding homes.
 - n. The airstrip could impact surrounding well water and the water table.
 - o. The airstrip could introduce hazardous materials to the environment.
 - p. The airstrip should comply with FAA guidelines.
 - q. An airstrip will negatively impact Trail Creek.
 - r. The airstrip should comply with Section 404 Permit requirements, as issued by ACE.
 - s. Commenters were concerned about how the airstrip would be accessed, with many Commenters objecting to any access from the existing roads north of the airstrip (Hiatt Circle, Hack Lane, Put Road, Ranft Drive).
 - t. Commenters suggested that a third-party fire authority review the Application and provide comments on the Application.
 - u. Commenters requested that Applicant prepare an impact report on fire concerns, train fire fighters, and provide funding to the PFPD.
 - v. Commenters requested a scaled drawing of the airstrip.
 - w. Commenters requested an engineering report to show water sources.
 - x. Commenters expressed concerns with aeronautical clubs using the airstrip.
 - y. A Commenter stated that her insurance agent said her insurance would be cancelled. She was concerned that this would make her home unmarketable, and she will be foreclosed. Other Commenters also expressed concerns with insurance rates and potential cancellation of insurance policies.
 - z. One Commenter stated that the PFPD has done very well under current management and is a much-improved fire district. The Commenter stated that PFPD can respond timely to a fire emergency. However, he was concerned about the noise that an airstrip would bring, along with impacts to his views.
30. During the public hearing, the Applicant provided rebuttal testimony. Rebuttal testimony included the following facts:
- a. If the CUP and subsequent subdivision application are approved, the homes in the subdivision will likely be second homes for the owners. As a result, the airstrip would be used sporadically.
 - b. A new fire station on the Property will allow faster response times to fire emergencies.
 - c. PFPD already has great response times.
 - d. Liability for potential damages would be incurred by the pilot and the pilot's insurance

- provider.
- e. Noise will be mitigated by the flight pattern, which requires flights to approach from the south.
 - f. Applicant agreed to prohibit aeronautical clubs from using the airstrip for club purposes.
 - g. Applicant agreed to conduct a hydrogeological study to minimize impacts to ground water.
 - h. Applicant agreed to submit an Emergency Action Plan to the Boise County Emergency Manager for approval. A Fire Protection Plan will be completed with the subdivision application as it is required during that process
 - i. Applicant agreed to create a NOTAM informing pilots of the existence of sandhill cranes in the area and detailing when the sandhill cranes are active. Applicant also agreed to install signage at the airstrip informing pilots of the sandhill cranes. Applicant will also place this information in aeronautical charts.
 - j. Applicant agreed to limit use of the airstrip to 48 total operations per day for the entire Property. An “operation” is defined as each individual takeoff or each individual landing of an aircraft at the airstrip.
 - k. Applicant suggested that hours of operation could be limited from 7:00 a.m. to 8:00 p.m.

E. Factual Findings

31. The Commission makes the following factual findings:
- a. The airstrip will be a grass runway using native grass. If the native grass is insufficient, Applicant will use another native seed grass. Applicant will irrigate the runway if needed. Applicant will mow the grass runway as needed.
 - b. The airstrip will be accessed using Harris Creek Road. Applicant will construct a private service road that will connect Harris Creek Road to the airstrip. No access to the airstrip will be provided or allowed from any other road, including Hiatt Circle, Hack Lane, Put Road or Ranft Drive, which are located to the north of the Property.
 - c. The airstrip will not require the construction of any structures (other than the private service road). The airstrip will only be a grass runway. This CUP will not constitute approval of six homes and hangars. Instead, Applicant will need to apply for a subdivision application in accordance with the ULO. There is no recognized right to a view in Idaho.
 - d. The airstrip will not include any lighting.
 - e. The airstrip will be conditioned on approval of a future subdivision application. If the subdivision application is approved, use of the airstrip will be limited to the owners of the lots of the approved subdivision and their guests. Use of the airstrip will be subject to the CC&Rs of the approved subdivision.
 - f. The airstrip will not be used for commercial purposes. Aeronautical clubs will be prohibited from using the airstrip for club purposes. If an owner of a lot is also a member of an aeronautical club, the owner can use the airstrip for personal use, but cannot use the airstrip for club purposes.
 - g. Flight training will be prohibited at the airstrip. No touch-and-goes will be permitted at the airstrip except in the case of an emergency or missed approach.
 - h. Use of the airstrip will be intermittent. Since the airstrip is limited to use by the owners and guests, use of the airstrip will be sporadic. Applicant agrees to limit use of the airstrip to 48 total operations per day for the entire Property. An “operation” is defined as each individual takeoff or each individual landing of an aircraft at the airstrip.
 - i. The airstrip will produce noise when aircraft are warming up, taxiing, taking off, and landing. However, the noise is comparable to existing noises in the surrounding area,

including side-by-side UTVs, ATVs, snowmobiles, chainsaws, and wood splitters. The flight pattern will require aircraft to approach, takeoff, and land from the south of the Property except in the case of emergency. Currently, there are no homes located immediately south of the Property. The owner of the Property immediately to the south has no objection to the airstrip, flight pattern, or noise levels. The flight pattern will be included as a NOTAM so all pilots will have notice of the appropriate flight pattern. The Commission finds that the flight pattern will mitigate noise for residents living north of the Property and in Star Ranch.

- j. Due to the noise created by aircraft, it is necessary to establish hours of operation to mitigate the impacts of noise on surrounding properties. The Commission finds that the following operating hours will mitigate potential negative impacts caused by noise:
 - i. Hours of operation shall be:
 - 1. Commencing one hour after sunrise or 8:00 a.m., whichever is later; and
 - 2. Concluding one hour before sunset or 6:00 p.m., whichever is earlier.
- k. Applicant will create a NOTAM to notify pilots of the existence of sandhill cranes in the areas. The NOTAM will describe when the sandhill cranes are active. Information on the sandhill cranes will also be included in aeronautical charts. Applicant will install a sign on the airstrip informing pilots of the sandhill cranes.
- l. The airstrip could potentially impact Trail Creek and the water table. These impacts will be mitigated as follows:
 - i. Applicant will need to obtain 404 permits from the state and any required federal permits in order to create crossings over Trail Creek.
 - ii. Applicant shall obtain a construction general permit for the construction of the runway and complete a SWPPP prior to construction of the airstrip.
 - iii. Applicant will need to complete a hydrogeological study to ensure no damage to the aquifer and for flood damage prevention.
- m. The aircraft using the airstrip will necessarily use aviation fuel. To prevent introduction of aviation fuel into the environment, all fuel stored on the Property shall comply with the Fuel Storage requirements of the ULO and International Fire Code.
- n. The Commission acknowledges that an aircraft crash or collision could result in fire risks. This serious risk is mitigated as follows:
 - i. Applicant will donate a lot to the PFPD for use as a fire station, helicopter pad, and a community gathering area.
 - ii. PFPD can pledge the land to obtain a grant and construct a new fire station.
 - iii. A new fire station will increase fire response times.
 - iv. A 30,000-gallon self-refilling water supply has previously been installed on the Property for fire suppression.
 - v. Applicant will purchase and install a pump allowing fire trucks to use water from the water supply for fire suppression.
 - vi. Applicant also intends to construct a pond on the Property (subject to subdivision approval) that can be used for fire suppression.
 - vii. Applicant will submit an Emergency Action Plan to the Boise County Emergency Manager for approval.
 - viii. Air traffic patterns will be in a NOTAM for pilots to review. Pilots are also required to transmit their location for other pilots to observe, and pilots use a common frequency to announce their location. This will mitigate air collisions between aircraft.
- o. PFPD will provide fire services to the Property.
- p. EBCED will provide emergency services to the Property.
- q. Boise County Sheriff will provide law enforcement services to the Property.
- r. The airstrip will not require any public services that cannot be adequately provided.

- s. The Commission was presented with conflicting evidence regarding insurance policies. Applicant testified that insurance rates would not be impacted by the airstrip. In fact, Applicant suggested that the existence of the 30,000-gallon self-refilling water supply and the addition of a new fire station may improve the fire rating and decrease insurance rates. A commenter in support of the Application stated that insurance rates would not be impacted, and that insurance is regulated by Idaho Statute. Commenters in opposition to the Application testified that insurance rates would increase or be cancelled as a result of the airstrip. The Commission finds that insurance rates are regulated by Idaho Code and cannot be excessive, inadequate or unfairly discriminatory. I.C. § 41-1405. There is no evidence in this record, beyond speculation and hearsay, indicating how insurance rates would be impacted by the airstrip.
- t. The Boise County Assessor testified that, as of 2025 in Boise County, he does not see any difference in valuation of properties surrounding airports. The Commission finds this testimony credible. Additionally, Applicant testified that all homes and hangars constructed on the Property will follow approved standards in the CC&Rs that will ensure compatibility with surrounding areas. The Commission finds that property values will not be impacted by the proposed airstrip.

CONCLUSIONS OF LAW

Based on the facts contained in the record, including the facts identified above, the Commission makes the following conclusions of law:

- A. The record contains sufficient facts for the Commission to make the following findings and conclusions regarding the Required Findings in ULO Section 4.3.E.
 1. The Commission finds that the proposed use meets the commercial recreational use identified as “Airport” in Table 4.1.D.5 of the ULO.
 2. The Commission finds that the proposed use meets the goals and policies of the Boise County Comprehensive Plan, specifically those goals and policies identified in Chapter 1, “Private Property Rights,” Chapter 4, “Economic Development,” Chapter 5, “Land Use” (specifically enabling recreation), and Chapter 10, “Recreation and Open Space,” in addition to other goals and policies therein.
 3. The Commission finds that, with site-specific conditions imposed, the proposed use will be operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that the proposed use will not change the essential character of the same area. The surrounding vicinity consists of rural residential uses, Harris Creek Road, and vacant land. The Property consists of 172 acres of undeveloped land. Trail Creek is a small stream that runs through the middle of the Property flowing west to east. The Property largely consists of an open meadow. A small tree-lined ridge is located on the south border of the Property. The proposed grass airstrip will be sited within the open meadow north of Trail Creek. Construction and operation of the airstrip will involve routine mowing of the grass surface as needed, with no requirement for tree removal, grading of sensitive features, or other alterations that would disrupt the natural or visual character of the area. The proposed use is low-intensity and private in nature. To ensure compatibility, the following site-specific conditions will be imposed:

- a. Lighting, if installed on buildings, shall be shielded to prevent glare, be inward facing and dark-sky compliant, and shall not create glare that extends onto other properties.
- b. Applicant shall keep all structures and grounds in a clean and orderly condition.
- c. The runway shall remain unpaved (grass) unless an amendment to this CUP is submitted and approved.
- d. Hours of operation shall be: commencing one hour after sunrise or 8:00 a.m., whichever is later; and concluding one hour before sunset or 6:00 p.m., whichever is earlier. No flights in or out of the airstrip shall be permitted outside of the hours of operation except in the event of an emergency.
- e. No runway lights shall be permitted.
- f. No flight training shall take place at this airstrip, nor shall touch-and-goes be permitted except in the case of an emergency or missed approach.
- g. This airstrip shall not be installed unless a subsequent subdivision with CC&Rs that contain all restrictions set forth by this order are recorded against the property.
- h. No commercial use of the airstrip shall be allowed.
- i. Except in the case of emergency, only 48 operations per day for the entire Property are permitted. An operation is defined as each individual takeoff or each individual landing of an aircraft at the airstrip.
- j. Any and all crossings of Trail Creek shall obtain the required 404 permits from the state and any required federal permits.
- k. Applicant shall obtain a construction general permit for the construction of the runway and complete a SWPPP prior to construction of the airstrip.
- l. Applicant shall complete a hydrogeological study to ensure no damage to the aquifer and for flood damage prevention.
- m. To the extent possible, approaches shall be made on the south side of the airstrip for a left or right base to avoid flying over houses north of the airstrip. Applicant shall create a NOTAM instructing pilots that the flight pattern for the airstrip will require aircraft to approach, takeoff, and land from the south of the Property.
- n. Aeronautical clubs are prohibited from using the airstrip for club purposes. If an owner of a lot is also a member of an aeronautical club, the owner may use the airstrip for personal use consistent with this CUP, but cannot use the airstrip for club purposes.

These site-specific conditions collectively minimize potential environmental, noise, traffic, and visual impacts, ensuring that the airstrip will be compatible with the rural residential character of the vicinity. The grass surface blends naturally with the surrounding meadow, and the operational restrictions prevent the Applicant from turning the airstrip into an intensive activity that could impact the area's character. Furthermore, the Commission acknowledges that there is no right to a view recognized in Idaho.

Accordingly, the Commission finds that, with site-specific conditions applied, the proposed use will be operated and maintained to be harmonious and appropriate in appearance with the character of the area. Further, the proposed use will not change the essential character of the area.

4. The Commission finds that, with site-specific conditions imposed, the proposed use will not be hazardous or in conflict with existing neighboring uses. Existing neighboring uses include residential uses and vacant land. The airstrip is proposed for private, non-commercial use, and is restricted exclusively for the residential owners of the six residential lots and their guests. This limited user base is expected to result in intermittent and low-frequency operations, far below operational levels of public or commercial airstrips. The proposed airstrip will be limited to 48 operations per day, with “operation” defined as each individual takeoff or each individual landing of an aircraft at the airstrip. The airstrip will prohibit commercial activities, aeronautic clubs, and flight training. The airstrip will also be limited by the hours of operation, which hours will only allow use of the airstrip commencing one hour after sunrise or 8:00 a.m., whichever is later, and concluding one hour before sunset or 6:00 p.m., whichever is earlier.

The airstrip will not decrease property values in the surrounding area. The Boise County Assessor provided credible testimony that, as of 2025, properties surrounding airports in Boise County do not experience any difference in valuation.

Site-specific conditions will limit noise intrusions to neighboring properties. Applicant will be required to submit a NOTAM informing pilots that the approved flight pattern to the airstrip is to approach, takeoff, and land from the south of the Property. This will mitigate noise to the homes located to the north of the Property and located in Star Ranch, as aircraft will be required to approach from the south where there are currently no homes existing. The hours of operation will also mitigate noise, as use of the airstrip will be prohibited during nighttime and early morning hours when residents are more likely to be home and sensitive to noise disturbances. Finally, systems such as the FADEC control and restrictions on noise that aircraft make further mitigate noise concerns. With these mitigating factors, combined with the low operation volume, the noise produced by the airstrip will likely be equivalent or less to noises already existing in the surrounding area, including noise from side-by-side UTVs, ATVs, chainsaws, wood splitters, and snowmobiles, which have no restrictions on the hours they may be used.

Site-specific conditions will limit crash risks and fire risks to neighboring properties. Applicant will donate a lot in the future subdivision to the PFPD for use as a fire station, helicopter pad, and a community gathering area. PFPD can pledge the lot to obtain a grant and construct a new fire station. A new fire station will increase fire response times. A 30,000-gallon self-refilling water supply has previously been installed on the Property to use for fire suppression, and will purchase a pump to connect the supply to fire trucks. Applicant also intends to construct a pond on the Property (subject to subdivision approval) that can be used for fire suppression. Applicant will also submit an Emergency Action Plan to the Boise County Emergency Manager for approval. Further, any fuel stored on the Property must comply with the Fuel Storage requirements of the ULO and International Fire Code. Additionally, traffic patterns for the airstrip will be in a NOTAM for pilots to review. Pilots are also required to transmit their location for other pilots to observe and use a common frequency to announce their location. This will mitigate air collisions between aircraft. With these conditions imposed, crash and fire risks to neighboring properties will be mitigated.

These site-specific conditions collectively ensure that the airstrip will not be hazardous or in conflict with existing neighboring uses.

5. The Commission finds that, with site-specific conditions imposed, the proposed use will be served adequately by essential public facilities and services. PFPD will provide fire services to the Property. EBCED will provide emergency services to the Property. Boise County Sheriff will provide law enforcement services to the Property. The airstrip will not require any public services that cannot be adequately provided.

Further, Central District Health Department (“CDH”) did not oppose the Application, but commented that a sewage system must be installed if restroom facilities are installed. CDH’s requirements are incorporated as required standard conditions of approval pursuant to ULO § 4.3.D.6.

Moreover, the site-specific conditions of approval require Applicant to create an Emergency Action Plan and have it approved by the Boise County Emergency Manager.

With these site-specific conditions of approval, the proposed use will be served adequately by essential public facilities and services.

6. The Commission finds that, with site-specific conditions imposed, the proposed use will not create excessive additional costs on public facilities and services and will not be detrimental to the economic welfare of the community. Applicant will donate a lot in the future subdivision to PFPD for use as a fire station, helicopter pad, and a community gathering area. This will improve emergency response times and fire response times. A 30,000-gallon self-refilling water supply has previously been installed on the Property to use for fire suppression, and Applicant will purchase a pump to connect the supply to fire trucks. Applicant also intends to construct a pond on the Property (subject to subdivision approval) that can be used for fire suppression. With fire suppression resources located nearby, the PFPD will not incur additional resources to bring in a water source to combat fire at the airstrip. Based on these facts and the site-specific conditions of approval, use of the Property as an airstrip will have limited or no additional costs to the public.
7. The Commission finds that, with site-specific conditions imposed, the proposed use will not be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, or odors. The airstrip will not produce excessive traffic. The airstrip is limited to use by owners of the lots of the future subdivision and their guests. Thus, only six owners and their guests will be traveling on Harris Creek Road to access the airstrip. This is not excessive traffic.

Public testimony expressed concerns regarding noise levels. Applicant will be required to submit a NOTAM informing pilots that the approved flight pattern to the airstrip is to approach, takeoff, and land from the south of the Property. This will mitigate noise to the homes located to the north of the Property, as aircraft will be required to approach from the south where there are currently no homes existing (except in the case of emergency). Based on this flight pattern, aircraft should not be flying over homes located to the north of the Property or in Star Ranch. This will mitigate noise to those homes. The hours of operation will also mitigate noise, as use of the airstrip will be prohibited during nighttime and early morning hours when residents are more likely to be home. With these mitigating factors, combined with the limited and intermittent use of the airstrip, the noise produced by the airstrip will likely be equivalent to noises already existing in the surrounding area,

including noise from side-by-side UTVs, ATVs, chainsaws, wood splitters, and snowmobiles.

Site-specific conditions of approval require any person storing fuel on the Property to comply with the Fuel Storage requirements of the ULO and International Fire Code. This will prevent excessive fumes and odors.

Site-specific conditions of approval prohibit any runway lights. This will prohibit excessive glare. The proposed use will not create any smoke.

Accordingly, with site-specific conditions of approval imposed, the proposed use will not be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, or odors.

8. The Commission finds that, with site-specific conditions imposed, the proposed use will have a vehicular approach that will not create an interference with traffic on surrounding public thoroughfares. The vehicular approach to the Property is off of Harris Creek Road. No access to the airstrip will be provided or allowed from any other road, including Hiatt Circle, Hack Lane, Put Road or Ranft Drive, which are located to the north of the Property. With these site-specific conditions, the proposed use will have a vehicular approach that will not create an interference with traffic on surrounding public thoroughfares.
9. The Commission finds that the proposed use will not result in destruction of a natural, scenic, or historic feature. The property's natural and scenic elements include an open meadow, Trail Creek, and a small, tree-lined ridge along the southern boundary. No historic features, structures, or sites of recognized cultural or archaeological significance have been identified on or immediately adjacent to the property. The proposed airstrip will require only the periodic mowing of a grass runway corridor within the existing open meadow, north of Trail Creek. This requires no permanent alteration, grading, filling, paving, or removal of vegetation beyond routine maintenance of the grass surface. Accordingly, the proposed use will not result in destruction of a natural, scenic, or historic feature.

SITE-SPECIFIC CONDITIONS OF APPROVAL

The Commission approves the CUP with the following site-specific conditions:

1. This conditional use permit is non-transferable to another property and is only valid at RP07N04E266002.
2. Lighting, if installed on buildings, shall be shielded to prevent glare, be inward facing and dark-sky compliant, and shall not create glare that extends onto other properties.
3. Applicant shall keep all structures and grounds in a clean and orderly condition.
4. The runway shall remain unpaved (grass) unless an amendment to this CUP is submitted and approved.
5. Hours of operation shall be: commencing one hour after sunrise or 8:00 a.m., whichever is later; and concluding one hour before sunset or 6:00 p.m., whichever is earlier. No flights in or out of the airstrip shall be permitted outside of the hours of operation except

- in the event of an emergency.
6. No runway lights shall be permitted.
 7. No flight training shall take place at this airstrip, nor shall touch-and-goes be permitted except in the case of an emergency or missed approach.
 8. All fuel stored on the Property shall comply with the Fuel Storage requirements of the ULO and the International Fire Code.
 9. This airstrip shall not be installed unless a subsequent subdivision with CC&Rs that contain all restrictions set forth by this order and those contained in the Application are recorded against the property.
 10. No commercial use of the airstrip shall be allowed.
 11. Except in the case of emergency, only 48 operations per day for the entire Property are permitted. An operation is defined as each individual takeoff or each individual landing of an aircraft at the airstrip.
 12. Any and all crossings of Trail Creek shall obtain the required 404 permits from the state and any required federal permits.
 13. Applicant shall obtain a construction general permit for the construction of the runway and complete a SWPPP prior to construction of the airstrip.
 14. Applicant shall complete a hydrogeological study to ensure no damage to the aquifer and for flood damage prevention.
 15. To the extent possible, approaches shall be made on the south side of the airstrip for a left or right base to avoid flying over houses north of the airstrip. Applicant shall create a NOTAM instructing pilots that the flight pattern for the airstrip will require aircraft to approach, takeoff, and land from the south of the Property.
 16. In the event of an emergency use of the Property for emergency air operations (including but not limited to wildfire operations or medical helicopters), these restrictions are not applicable as to the emergency operations, but shall still apply to owners and their guests.
 17. Applicant shall submit an Emergency Action Plan (“EAP”) to the Department and such EAP must be approved by the Boise County Emergency Manager prior to use of the airstrip.
 18. Applicant shall submit a scaled drawing of the Property and airstrip to the Department, and the Administrator shall approve the scaled drawing prior to use of the airstrip.
 19. Applicant shall create a NOTAM informing pilots of the existence of sandhill cranes and describing when the sandhill cranes are active. Applicant shall also include information on the sandhill cranes in aeronautical charts. Applicant shall also install a sign on the airstrip informing pilots of the sandhill cranes.
 20. Aeronautical clubs are prohibited from using the airstrip for club purposes. If an owner of a lot is also a member of an aeronautical club, the owner may use the airstrip for personal use consistent with this CUP, but cannot use the airstrip for club purposes.

REQUIRED STANDARD CONDITIONS OF APPROVAL

Approval of the CUP is subject to the Required Standard Conditions of Approval identified in ULO Section 4.3.D. In the event a Required Standard Condition of Approval conflicts with a Site-Specific Condition of Approval contained herein, the Site-Specific Condition of Approval shall control. The Required Standard Conditions of Approval are:

- 4.3.D.1** The property must be in compliance, or brought into compliance by this action, with all applicable Idaho State Statutes and Boise County Ordinances prior to commencement of approved conditional use activity. All permits must be secured prior to commencement of work subject to permit approval.

- 4.3.D.2** Applicant must provide proof of property ownership or valid leasehold from the property owner.
- 4.3.D.3** All property taxes, including current year (prepaid) taxes, shall be paid in full.
- 4.3.D.4** Prior to commencement of work, applicant must provide proof of legal access and proof of the authority to alter/improve the access to accommodate fire and ambulance services.
- 4.3.D.5** Fire Department vehicular access shall meet the standards as set forth in this Ordinance.
- 4.3.D.6** The applicant shall comply with any required conditions imposed by Central District Health Department.
- 4.3.D.7** The applicant shall identify the days and hours of operation of the conditional use permit activity.
- 4.3.D.8** Building construction shall meet the requirements of the Idaho Building Code Act, Idaho Code Title 39, Chapter 41.
- 4.3.D.9** Applicant shall prepare and present to the Planning & Zoning Department its Emergency Services Action Plan, specifically, but not limited to, fire and ambulance services.
- 4.3.D.10** The conditional use shall be considered null and void if not started within a period of twelve (12) months from the date of approval by the Commission.
- 4.3.D.11** Prior to the expiration of the conditional use permit, the Administrator may, upon written request by the holder, grant a one (1) year time extension. Any extension request beyond one (1) year shall be subject to the review and approval by the Commission. A review before the Commission shall be scheduled for public hearing and with public notice. The hearing shall be for the purpose of modifying, amending or revoking approval of the Applicant's Conditional Use Permit. A maximum of three (3) extensions may be granted if good cause is shown. The Commission shall make the final decision on the extension request.
- 4.3.D.12** CUP approval does not include approval of any signage. A separate Sign Permit will be required from the Boise County Planning and Zoning Department prior to installation of a sign(s).
- 4.3.D.13** The Applicant shall comply with any and all applicable requirements of the U.S. Army Corps of Engineers.
- 4.3.D.14** No change in the terms and conditions of the conditional use approval shall be valid unless in writing and signed by the applicant or an authorized representative. Any change in the terms and conditions shall be reviewed and approved or denied by the Commission.
- 4.3.D.15** Any change by the applicant in the planned use of the property which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant or its successors in interest advises the County of its intent to change the planned use of the property;
- 4.3.D.16** All development authorized by this conditional use approval must be completed within four (4) years from the date of the Commission's approval; and
- 4.3.D.17** Failure to abide by any condition of this Conditional Use Permit shall be grounds for revocation by the Commission.
- 4.3.D.18** The Applicant shall comply with all local, state and federal rules and regulations.

ORDER

Based upon the Findings of Fact, Conclusions of Law, Site-Specific Conditions, and Required Standard Conditions of Approval contained herein, the Planning and Zoning Commission approves Ponderosa Peaks Airstrip CUP #2026-002, a conditional use permit located at Parcel # RP07N04E266002.

APPROVED this 5th day of February, 2026.

PLANNING AND ZONING COMMISSION
BOISE COUNTY, IDAHO

 2/5/2026

Douglas Bergey, Chair

APPEAL OF PLANNING AND ZONING DECISION

ULO SECTION 2.10 APPEALS PROCEDURES:

Any decision or action may be appealed as set forth in this Ordinance. The appellant shall be an affected person as defined in Idaho Code §67-6521(1) (a). Any request for reconsideration or appeal must be filed on an application as provided by the P&Z Department and such request for reconsideration or appeal must identify specific deficiencies in the decision for which reconsideration or appeal is sought, and must otherwise comply with Idaho Code §67-6535(b).

2.10.B APPEAL OF PLANNING AND ZONING COMMISSION DECISION:

- 2.10.B.1** An affected person aggrieved by a decision of the Commission that was made pursuant to the provisions of this Ordinance may appeal to the Board.
- 2.10.B.2** A request for reconsideration or appeal shall be filed with Planning and Zoning Department within fourteen (14) calendar days after the date of the Findings, Conclusions and Order were signed by the Commission or the Findings, Conclusions and Order were reconsidered and a final reconsidered decision is made.
- 2.10.B.3** For an appeal, the Board shall hold a public hearing to consider the decision of the Commission and any additional evidence that may be offered by the public, applicant or Administrator.
- 2.10.B.4** The Board may affirm, reverse or modify, in whole or in part, the Commission's decision.