



Matthew C. Parks
(208) 388-0106
MParks@ClarkWardle.com

February 23, 2026

Board of County Commissioners
Valley County Board of Commissioners
Valley County, Idaho

Via email - cherrick@valleycountyid.gov

**Re: Appeal of Denial of Conditional Use Permit – Rocky Mountain Storage
CW#: 24450.1**

Dear Chair and Commissioners:

On behalf of Rocky Mountain Storage (the “**Applicant**”), this letter constitutes a formal appeal of the decision of the Valley County Planning and Zoning Commission denying the Conditional Use Permit (“**CUP**”) for a commercial storage condominium facility located along State Highway 55. The application number assigned by Valley County to this application is SUB25-019.

This appeal is submitted pursuant to the Valley County Code (the “**Code**”) provisions governing appeals from adverse decisions of the Planning and Zoning Commission. VCC § 9-5H-12. The Applicant timely files this written appeal and sets forth with specificity the grounds upon which the denial should be reversed. The Applicant respectfully requests that the Board conduct its de novo review, reverse the denial, and approve the CUP subject to reasonable and uniformly applied conditions.

I. Standard of Review Under Valley County Code

Under the Valley County Code:

- An aggrieved applicant may appeal a final decision of the Planning and Zoning Commission to the Board of County Commissioners;
- The appeal must state the specific grounds upon which the decision is alleged to be erroneous;
- The Board reviews the record, applicable code provisions, and evidence, and may affirm, reverse, or modify the decision; and

- The Board's decision must be based upon adopted standards and supported by substantial evidence in the record.

The denial in this matter was not supported by substantial evidence demonstrating failure to meet CUP criteria and relied, in material part, on speculation or standards not grounded in the adopted Code.

II. Scenic Byway, Building Orientation, and View Corridor Concerns

The Commission cited concerns regarding:

- Visibility from the scenic byway;
- Building orientation parallel to Highway 55; and
- The alleged failure to “break up” structures to preserve mountain views.

The Valley County Code requires that a CUP not create undue adverse impacts and that it be compatible with surrounding uses. The Code does not mandate preservation of private view corridors across private property absent specific adopted design criteria.

The record reflects:

- The site lies within a developed highway corridor that already includes commercial uses, including a storage facility directly across the highway, State Highway 55.
- The proposed use is low-intensity, with no retail component and minimal traffic.
- Landscaping and façade treatments, if desired, can be addressed through conditions.

Aesthetic preference regarding building orientation does not constitute substantial evidence of noncompliance with CUP standards. If additional visual mitigation is desired, conditions—not denial—are the appropriate tool under the Code.

The proposed storage condominium facility, with a maximum height of 18 feet at the eve of the building and set back 100 feet from the State Highway Scenic Byway in Valley County, will not adversely impact the visual integrity of the scenic byway. The building's design and strategic setback ensure that it remains unobtrusive within the landscape, allowing for ample space for landscaping that will soften its appearance. Additionally, the facility will not obstruct views of the surrounding mountains, preserving the natural beauty and expansive vistas that are characteristic of this scenic route. The project will be thoughtfully integrated into the environment, maintaining the aesthetic value of the byway while meeting functional needs.

III. Traffic Analysis and Reliance on ITD Determination

The Commission also cited the absence of a traffic analysis submitted directly to County staff and the Applicant's reliance on the determination of the Idaho Transportation Department ("ITD") that no additional turn lanes or mitigation were required.

The record demonstrates:

- A Traffic Impact Study was commissioned;
- ITD reviewed the proposal;
- The project consolidates three existing access points into a single controlled access, improving safety; and
- ITD confirmed that no additional mitigation was required.

ITD has statutory jurisdiction over State Highway 55. While the County may consider traffic impacts, it may not disregard the determination of the agency with authority over highway safety and substitute unsupported concerns. The Commission erred by completely disregarding the recommendations from ITD and substituted its unsubstantiated opinion on the traffic impacts.

There is no substantial evidence demonstrating unsafe traffic impacts.

IV. Environmental Impacts and Stormwater Management

The Commission further determined that the proposed use would cause adverse environmental impacts based on a belief that stormwater would not be contained on-site.

The record does not support that conclusion.

A licensed professional engineer designed the buildings and site improvements specifically to retain and manage all stormwater on-site. The stormwater system was engineered to comply with applicable drainage standards and to prevent off-site discharge or adverse impacts to adjoining properties.

No competing expert testimony or engineering analysis in the record contradicts the professional design submitted by the Applicant.

Under Idaho land use law and Valley County Code, findings of adverse impact must be supported by substantial evidence. Lay speculation regarding stormwater performance cannot outweigh unrefuted engineering design evidence in the record.

If the Board determines additional assurance is warranted, it may impose reasonable conditions requiring final engineered drainage plans, certification, or inspection approval prior to

occupancy. However, denial based on a generalized belief—unsupported by technical evidence—that stormwater would not be contained is not supported by substantial evidence.

V. Initial Characterization of Use

The Commission expressed concern that the Applicant initially described the units as personal storage rather than commercial.

The record shows:

- No commercial operations are currently occurring on site;
- The Applicant voluntarily sought a CUP upon determining commercial operation was appropriate; and
- The current application squarely seeks approval for commercial storage use.

The relevant inquiry is whether the proposed commercial use meets CUP criteria. The Applicant's decision to seek proper authorization reflects good faith compliance.

The Planning and Zoning Commission had a duty to evaluate this Conditional Use Permit application based solely on the standards set forth in the Valley County Code and the evidence presented in the record. Any alleged prior unpermitted or unlawful use of the property is a separate enforcement matter and cannot lawfully serve as a basis to deny a land use application that otherwise satisfies the applicable criteria. Idaho land use decisions must be grounded in adopted standards and supported by substantial evidence relevant to those standards. Past nonconforming or unpermitted activity does not alter the zoning classification of the property, does not change the approval criteria, and cannot be used as a punitive factor in the discretionary review of a current application.

Moreover, an alleged prior illegal use cannot serve as legal precedent or justification for denial. An unlawful use creates no vested right, confers no entitlement, and establishes no regulatory baseline against which a new application may be judged. Nor may it be used to impose heightened scrutiny or additional requirements not contained in the Code. The proper remedy for any past violation lies in enforcement proceedings—not in the denial of a compliant application. The Commission's obligation was to determine whether the proposed commercial storage use meets the CUP standards as applied to the property today, independent of any prior use history. The Commissioners' focus on the historical use of the subject property was misplaced and violates Idaho law and the private property rights of the Applicant.

VI. Compliance with CUP Criteria

The record supports approval under each applicable CUP standard:

- **Compatibility:** Staff's compatibility analysis reflected a strongly favorable score. The Commissioners failed to prepare their own compatibility matrixes. Therefore, based on the fact that the Administrator provided the Commissioners with a rating that supported approval of the application, the Commissioners erred by not approving the application. See VCC § 9-5H-5.
- **Property Values:** Productive commercial use increases assessed value and supports the tax base.
- **Environmental Impacts:** Engineered stormwater retention, minimal water demand, and absence of hazardous materials demonstrate no undue adverse environmental impact.
 - The commissioners erroneously found that there would be adverse impacts on the surrounding properties due to stormwater run-off.
 - Commissioners are not engineers.
 - No comments from the County engineer on the application or any concerns with the stormwater mitigation plan.
 - Stormwater on-site retention is better addressed in a condition of approval as opposed to denial of the application.
- **Traffic and Services:** ITD confirmed no additional mitigation is required.
- **Fire Protection:** An on-site pond with two dry hydrants enhances safety. The Applicant conferred with and met with the fire department and confirmed that the water supply for firefighting is acceptable to the fire department.
- **Comprehensive Plan Consistency:** The project supports corridor-based economic activity with minimal service demands.

Any residual concerns are capable of mitigation through reasonable conditions.

The Commission referenced generalized language in the Valley County Comprehensive Plan directing the County to "protect" or "preserve" the scenic byway corridor. While the Comprehensive Plan provides important policy guidance, it does not itself create independent regulatory standards capable of overriding the specific approval criteria set forth in the Valley County Code for conditional use permits.

Under Idaho's Local Land Use Planning Act, comprehensive plans are policy documents intended to guide future legislative action and ordinance adoption. The enforceable standards applicable to a particular land use application are those codified in the County's zoning ordinance. When the County has adopted specific CUP criteria governing compatibility, impacts, and mitigation, those criteria control the decision-making process.

Generalized policy language—such as encouraging scenic preservation—cannot lawfully be used as a free-standing basis for denial where the applicant satisfies the specific, adopted criteria in the zoning code. Doing so would effectively substitute aspirational policy statements for binding regulatory standards and would deprive applicants of predictable, objective review. Courts consistently hold that land use decisions must be based on clear, ascertainable standards rather

than broad, subjective policy goals. *See, e.g., Urrutia v. Blaine Cty.*, 134 Idaho 353, 357-58, 2 P.3d 738, 742-43 (2000).

If the County desires more restrictive scenic corridor standards—such as mandatory building orientation, view corridor preservation, or enhanced design controls, those requirements must be adopted through ordinance. Until codified, generalized comprehensive plan language cannot be applied in a manner that creates new approval criteria or defeats an application that otherwise complies with the Valley County Code.

Accordingly, because the proposed storage facility meets the adopted CUP standards, generalized comprehensive plan language concerning scenic protection cannot serve as an independent or overriding basis for denial.

VII. Consistent Application of Standards and Equal Protection Considerations

The Applicant respectfully requests that the Board consider the importance of consistent application of County standards.

The Equal Protection Clause, as interpreted in *Village of Willow brook v. Olech*, 528 U.S. 562 (2000), recognizes that a property owner may raise a “class-of-one” claim where similarly situated applicants are treated differently without a rational basis.

There is an existing commercial storage facility directly across Highway 55 that is materially similar in use, scale, traffic generation, and environmental impact. That facility was not required to submit a traffic impact analysis and was not denied based on scenic orientation or aesthetic considerations. The denial of the application is a violation of the Applicant’s equal protection rights that are protected by the United States Constitution and the Idaho Constitution.

In addition, Idaho law prohibits arbitrary and capricious actions by zoning boards. *See Idaho Code § 67-6535*. Decisions on CUP applications must be based on express standards and criteria. In this case, the Commissioners failed to apply these standards consistently or to provide a reasoned explanation for differential treatment, rendering the denial arbitrary and capricious and violating § 67-6535. *See Veterans Park Neighborhood Ass'n, Inc. v. City of Boise*, 564 P.3d 350, 2025 WL 259177 (Idaho 2025)

Further, the Commission failed to provide a written reasoned statement before the Applicant was required to submit its instant appeal. Idaho Code § 67-6535 requires that the approval or denial of a CUP application be accompanied by a written, reasoned statement explaining the criteria and standards considered, the contested facts relied upon, and the rationale for the decision. The Valley County Planning and Zoning Commission failed to adequately explain why the CUP for the storage condominium was denied while a similar facility was approved. The Commission failed to adequately address the differences between these two storage facilities, at

least as of the date this appeal was submitted. If and when the required reasoned statement is provided to the Applicant, the Applicant must be allowed additional opportunity to address any such written decision from the Planning and Zoning Commission.

The Applicant does not challenge the County's discretion. However, where similarly situated projects are subject to materially different requirements, the County must articulate a legitimate, evidence-based distinction grounded in adopted standards.

The record does not identify such a distinction.

The Board's de novo review provides the opportunity to ensure uniform, principled, and legally defensible application of County regulations.

VIII. Request for Relief

For the reasons set forth above, the Applicant respectfully requests that the Valley County Board of Commissioners:

1. Reverse the decision of the Planning and Zoning Commission;
2. Approve the Conditional Use Permit for Rocky Mountain Storage; and
3. Impose reasonable and uniformly applied conditions of approval as appropriate.

The record demonstrates compliance with CUP criteria. The denial was not supported by substantial evidence and relied on speculative environmental concerns and discretionary standards applied inconsistently.

Respectfully submitted,



Matthew C. Parks

Matthew C. Parks
(208) 388-0106
MParks@ClarkWardle.com

Via email (cherrick@valleycountyid.gov)

March 23, 2026

Board of County Commissioners
Valley County Board of Commissioners
Valley County, Idaho

**Re: Supplemental Submission in Support of Appeal – Denial of Conditional Use Permit (Rocky Mountain Storage), Application No. SUB25-019.
CW#: 24450.1**

Dear Chair and Commissioners:

On behalf of Rocky Mountain Storage (the applicant), this letter is submitted for inclusion in the record as a supplement to the Applicant's written appeal dated February 23, 2026, regarding the Planning and Zoning Commission's denial of the Conditional Use Permit (CUP) application for the proposed commercial storage condominium facility along State Highway 55 (Application No. SUB25-019).

This supplemental submission addresses a distinct procedural defect: the Planning and Zoning Commission's failure to issue a written, reasoned decision as required by Idaho's Local Land Use Planning Act (LLUPA).

Status of Written Decision (and Preservation of Objection)

As of the date of the Applicant's February 23, 2026, appeal, the Planning and Zoning Commission had not provided the Applicant with the required written, reasoned statement accompanying its denial. Since that time, no written decision has been issued.

LLUPA Requires a Written, Reasoned Decision, and the Requirement Is Mandatory

LLUPA requires that land use decisions approving or denying site-specific applications be accompanied by a written, reasoned statement identifying the applicable standards and criteria, the contested facts relied upon, and the rationale for the decision.

This is not a technicality. The written decision requirement is a mandatory component of Idaho land use procedure intended to ensure transparent, standards-based decision-making and to allow meaningful review on appeal.

Recent Idaho Supreme Court decisions have reinforced that a written reasoned statement is required and that the absence of an adequate written decision can be dispositive because it prevents meaningful appellate review and undermines fundamental fairness in the land use process.

In *Renaissance Project Development, LLC v. Twin Falls County*, the Idaho Supreme Court reaffirmed that a land use decision must include a “reasoned statement” explaining the basis for approval or denial. The Court explained that the written decision must (i) identify the applicable criteria, (ii) set forth the facts relied upon, and (iii) explain how those facts satisfy—or fail to satisfy—the governing standards. *Renaissance Project Dev. LLC v. Twin Falls Cty.* 173 Idaho 572, 545 P.3d 12 (2024).

Similarly, in *Veterans Park Neighborhood Association v. City of Boise*, the Court held that conclusory statements are insufficient under LLUPA. A governing body must articulate how the evidence in the record supports its decision; failure to do so renders the decision arbitrary and capricious. *Veterans Park Neighborhood Ass’n v. City of Boise*, 162 Idaho 485, 399 P.3d 1263 (2017).

The Court has continued to emphasize strict compliance with LLUPA’s procedural requirements in *Bracken v. City of Ketchum*, reiterating that land use decisions must be reduced to a final written form sufficient to permit judicial review. *Bracken v. City of Ketchum*, 172 Idaho 270, 531 P.3d 1199 (2023).

The Absence of a Written Decision Prejudices Meaningful Appellate Review of the Issues Raised in the Appeal

The Applicant's February 23, 2026, appeal identified specific grounds for reversal and requested de novo review, reversal of the denial, and approval of the CUP subject to reasonable conditions.

Those grounds include, among other things, the Commission's stated concerns regarding scenic byway visibility and building orientation, traffic/ITD-related issues, and stormwater/environmental impacts.

Without a written, reasoned decision that clearly states (i) which adopted criteria were applied, (ii) what contested facts were found, and (iii) why the Commission concluded the criteria were not met, the Applicant and the Board are left to infer the basis for denial from an incomplete or ambiguous record. This impairs the Applicant's ability to respond in a focused way and impairs the Board's ability to conduct a principled review of the denial.

Accordingly, the procedural defect is not merely procedural—it directly affects the integrity of the appeal and the ability to evaluate the substantive issues already presented in the record.

Requested Relief

Because the written decision requirement is mandatory and foundational to meaningful review, the Applicant respectfully requests that the Board reverse the denial due to the Commission's failure to comply with mandatory written decision requirements and approve the CUP subject to reasonable and uniformly applied conditions as the Board deems appropriate.

In the alternative, if the Board determines reversal is not the appropriate remedy on this record, the Applicant requests that the Board remand the matter with instructions that the Commission issue a compliant written, reasoned decision, and that the Applicant be afforded a meaningful opportunity to respond before any further final action.

Integration with the February 23, 2026 Appeal Letter

This supplemental submission is intended to be read together with, and to supplement (not replace), the Applicant's February 23, 2026, appeal letter.

The Applicant continues to request that the Board conduct its de novo review, reverse the denial, and approve the CUP subject to reasonable and uniformly applied conditions.

Thank you for including this supplemental submission in the record.

Respectfully submitted,

Sincerely,

A handwritten signature in blue ink that reads "Matthew Parks". The signature is written in a cursive, flowing style.

Matthew C. Parks

TECHNICAL MEMORANDUM

Date: January 8, 2026 Project #32570
To: Dusty Bitton
From: John Ringert P.E., Kittelson & Associates, Inc
Project: Pearson Storage Partners
Subject: Rocky Mountain Storage Turn Lane Evaluation



INTRODUCTION

This memorandum summarizes the results of the turn lane evaluation performed at the intersection of State Highway (SH) 55 and the McCall School District / McCall Landing access in McCall, Idaho. This analysis was required by the Idaho Transportation Department (ITD) as part of their review of the proposed Rocky Mountain Storage facility which proposes to create shared access with the McCall School District. The following topics are addressed in this memorandum:

- Project description
- Existing traffic volumes
- Background traffic trip generation
- Trip generation and distribution for the proposed development
- Buildout year 2030 peak hour traffic volumes
- Turn lane warrant analysis
- Conclusions

DESCRIPTION

Pearson Storage Partners is proposing to develop a storage condominium development on State Highway 55 (SH-55) south of McCall, Idaho. The proposed development includes approximately 105 storage condominiums on the east side of SH-55. Access from SH-55 to the development will be provided via the existing school district bus facility driveway which will be re-configured as the fourth leg to the private road on the west side of SH-55 that was recently built for the McCall Landing

development. Additionally, existing access from SH-55 to the property will be removed, thus resulting in a reduction of one access.

Figure 1 shows the site vicinity for the project and Figure 2 shows an aerial photo of the SH-55 / School District / McCall Landing intersection.



Figure 1. Rocky Mountain Storage Site Vicinity

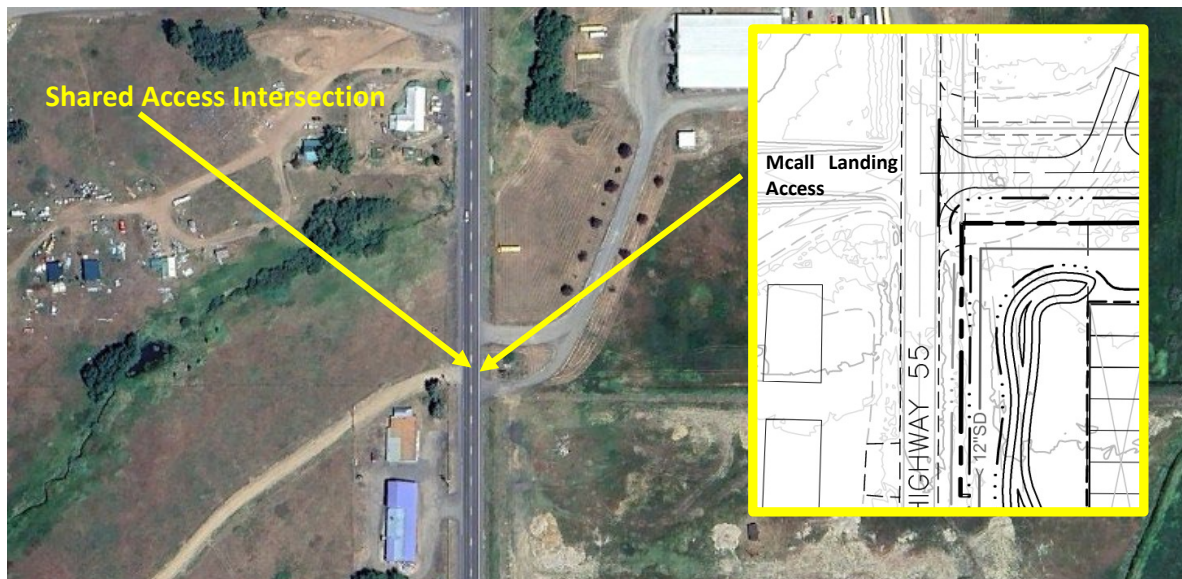


Figure 2. Access Configuration

Figure 3 shows the proposed site plan for the development.

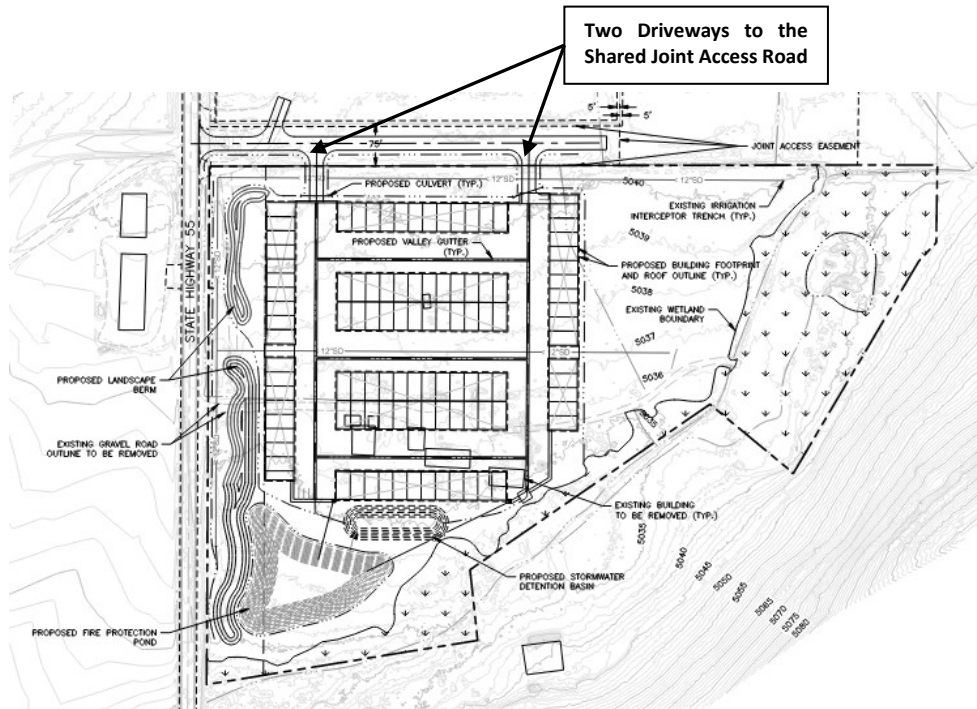


Figure 3. Site Plan

EXISTING CONDITIONS

Based on discussions with ITD staff, the turn lane analysis focused on two weekday PM peak periods which include:

- **Weekday (Tuesday-Thursday) PM Peak Hour:** Typical weekday volumes on SH-55.
- **Friday PM Peak Hour:** Typical Friday when northbound traffic volumes on SH-55 are higher.

Peak hour traffic counts during the month of November were collected for the SH-55 / McCall Landing / McCall School District accesses assuming all the driveways were aligned. Because the peak trip activity for the school district bus facility is associated with school peak hours, the PM peak hour for the turning movement volumes at the intersection was determined to be approximately 3:45-4:45 PM when school buses return and drivers leave for the day.

Due to November being a lower traffic volume month on SH-55, the traffic volumes on SH-55 were increased to represent conditions in approximately May and September when traffic volumes are higher on SH-55, but also when the school district bus facility is still operating during the normal school year. The November SH-55 volumes were factored based on historical 2024 traffic counts on SH-55 from the ITD traffic counter is on the south side of Lake Fork.

Table 1 shows the average PM peak hour (4:00-5:00 PM) 2024 traffic counts on SH-55 for November, May, and September

Table 1. PM Peak Hour Traffic Volumes on SH-55 (ITD Paddy Flat ATR)

Day of Week / Time of Year	Weekday Two-Way Traffic Volumes (4:00-5:00 PM)						Average	Time of Year Factor
	Mon	Tues	Wed	Thurs	Fri			
November 2024	456	486	482	429	528	476	Baseline	
May 2024	488	535	524	565	638	550	1.15	
September 2024	570	584	598	633	732	623	1.30	
Average Factor							1.23	

As shown in Table 1, the average factor between May and September versus November is approximately 1.23, indicating that the average PM peak hour volumes between May and September are approximately 23 percent higher than in November. *Attachment A contains the traffic counts summary sheets.*

Figure 4 shows the existing November 2025 traffic counts during the weekday PM peak hour and the Friday PM peak hour. Also shown in Figure 4 are the estimated 2025 May/September weekday PM peak hour traffic volumes.

Existing November 2025 Traffic Volumes

Weekday PM							Friday PM						
		6	387	5					3	404	4		
3	→	←	↓	→	←	3	2	→	←	↓	→	←	1
0	→				←	0	0	→				←	0
1	→	←	↑	→	←	5	1	→	←	↑	→	←	6
		1	284	5					0	336	5		

Estimated May/September 2025 Traffic

Weekday PM							Friday PM						
		6	477	5					3	498	4		
3	→	←	↓	→	←	3	2	→	←	↓	→	←	1
0	→				←	0	0	→				←	0
1	→	←	↑	→	←	5	1	→	←	↑	→	←	6
		1	350	5					0	414	5		

Figure 4. Existing PM Peak Hour Traffic Volumes

BACKGROUND TRAFFIC TRIP GENERATION

The year 2030 background conditions include background growth in traffic on SH-55 as well as traffic from background in-process developments that will add additional turning movement volumes to the study intersection.

Background Growth

Based on our review of the historical growth in traffic volumes on SH-55 over the past ten years, a compounded growth rate of 3.3 percent per year was used to increase traffic volumes on SH-55 between 2025 and 2030. This results in approximately 18 percent traffic growth on SH-55 by 2030.

Background In-Process Development

The second element to background growth is the effect of buildout of in-process developments within proximity to the proposed development that will add additional turning volumes to the new combined access intersection. The only approved development in the vicinity of the study intersection that has yet to be fully developed is the McCall Landing development. That development includes lots for residential homes as well as a lot (Lot 2), which includes an office and shop for Paradigm Homes and a storage facility for boats and recreational vehicles. A traffic impact study (TIS) was not completed for the development, so the trip generation was estimated for the development.

McCall Landing - Homesites

Out of the total of 19 lots, one lot has structures built based on a review on Google Earth. Therefore, the ITE Trip Generation Manual 12th Edition (Reference 1) was utilized to estimate the trips from the remaining 18 residential lots in the McCall Landing Development. Table 2 shows the estimated background trips from the residential homes in the McCall Landing Development, including the trips to and from the development to the north and south on SH-55, assuming a distribution of approximately 80% of the trips to and from the McCall area to the north and 20% to and from the south.

Table 2. McCall Landing Residential Homes Estimated Trips

Land Use	ITE Land-Use Code	Number of Units	Daily Trips	Thursday/Friday PM Peak Hour		
				Total	In	Out
Single Family Homes	210	18	411	20	12	8
Assignment of Remaining Additional Trips at Buildout						
Preliminary Estimate of Trips - To/From the South				4	2	2
Preliminary Estimate of Trips - To/From the North				16	10	6

McCall Landing - Paradigm Homes Office & Boat Storage Facility

Within McCall Landing, Paradigm Homes is developing an office/warehouse for their business and a boat/recreational vehicle storage facility. Based on information provided by Crestline Engineering, the office/shop for Paradigm Homes has been constructed and the boat storage/warehouse development has 3 of the 12 buildings completed. Therefore, 9 of the 12 boat storage buildings (approximately 75 percent) remain to be built. Table 3 shows estimated trip generation for the boat/recreational vehicle storage units, office, and warehouse uses in McCall Landing based on data information provided to ITD for that development as part of the access permitting process for McCall Landing. Also included in Table

3 are the trips to and from the development to the north and south on SH-55, assuming a distribution of approximately 80% of the trips to and from the McCall area to the north and 20% to and from the south.

Table 3. McCall Landing Paradigm Homes & Boat Storage Development Estimated Trips

Operational Element		Daily Trips	Thursday/Friday PM Peak Hour		
			Total	In	Out
Office & Shop (Completed)					
Office/Warehouse Trips	Warehouse (Equipment Storage and Shop) (2 Employees) (ITE 150)	18	1	0	1
	Paradigm Homes Office (3 employees) (ITE 712)	24	3	1	2
Sub-Total for Office/Warehouse (Built)		42	4	1	3
Boat / RV Storage Trips (25% Built)					
Short-Term Boat/RV Storage Uses Daily/Weekend Use Trips (65% of Units – 55 Units)	Customer Arrival to Pick Up Boat/RV (19% on peak day before weekend) (8% on non-peak day midweek)	21	4	2	2
	Customer Arrival to Pick Up Boat/RV (3% / peak day over 6 weeks) (1% / non-peak day over 6 weeks)	1	0	0	0
Long-Term Seasonal Boat/RV Storage Unit - Trips (35% of Units – 29 Units)	Customer Exit with Boat/RV (3% / peak day over 6 weeks) (1% / non-peak day over 6 weeks)	1	1	0	1
	Sub-Total for Boat/RV Storage (Partially Built)	23	5	2	3
Built (25%)		(6)	(1)	0	(1)
Estimated Remaining Trips at Buildout (75%)		17	4	2	2
Assignment of Remaining Trips at Buildout					
Estimate of Trips - To/From the South			2	2	0
Estimate of Trips - To/From the North			2	0	2

TRIP GENERATION & DISTRIBUTION FOR THE PROPOSED DEVELOPMENT

The proposed “storage condo” development has units that average over 1,000 square feet, which are larger than the typical 100-150 square-foot units in most mini-storage developments. Therefore, using the number of storage units would not account for the increased square feet of the units while using the square footage would not account for the lower number of units. Table 4 shows a comparison of the square footage and unit trip estimates from the ITE Trip Generation Manual (Reference 1) to entry/exit data provided by the Pearson Storage Partners for a similar development with 40 storage units in McCall.

Table 4. McCall Landing Residential Homes Estimated Trips

Trip Generation Source	Size	Units	Rate	Daily Trips	PM Peak Rate	Estimated PM Peak Trips
ITE TG Manual 151 Mini Warehouse – Units	105	100's of Units	17.96	19	1.84	2
ITE TG Manual 151 Mini-Warehouse - Total SF	132850	1,000 SF	1.65	219	0.17	23
August Data From 40-unit Facility in McCall (Tues-Thurs)	105	Units	0.706	74	0.11	12
August Data From 40-unit Facility in McCall (Friday)	105	Units	0.739	78	0.09	10
SITE GENERATED TRIPS FOR ANALYSIS (Tues-Thursday)	105	Units	0.706	74	0.12	13 (6 in/7 out)
SITE GENERATED TRIPS FOR ANALYSIS (Friday)	105	Units	0.706	78	0.09	10 (5 in / 5 Out)

As shown in Table 4, the ITE Trip Generation Manual procedure estimates approximately 2 weekday PM peak hour trips based on the number of units and 23 weekday PM peak hour trips based on the square footage. Using the data from the 40-unit storage unit development in McCall, the estimated trips for the proposed 105 units are approximately 13 trips (6 in / 7out) for the weekday Tuesday-Thursday PM peak hour and 10 trips (5 in / 5 out) for the Friday PM peak hour. The trip estimates based on the McCall data are approximately halfway between the two estimates from the ITE Trip Generation Manual, which is reasonable since the units should generate more trips on a per-unit basis but less trips on a square footage basis as compared to the ITE Trip Generation Manual estimates. Therefore, based on discussions with ITD staff, the trip generation estimates based on the McCall data were used for the turn lane analysis.

Trip Distribution

The distribution of trips was based on a review of the existing traffic counts, and the location of the development with respect to the population in Valley County. Approximately 80% of the trips are assumed to be to and from the McCall area to the north and 20% are assumed to be to and from the south.

2030 PEAK HOUR TRAFFIC VOLUMES

Figure 5 shows the estimated 2030 background traffic volumes, site generated traffic volumes, and estimated 2030 total traffic volumes during the weekday PM peak hour and Friday PM peak hour.

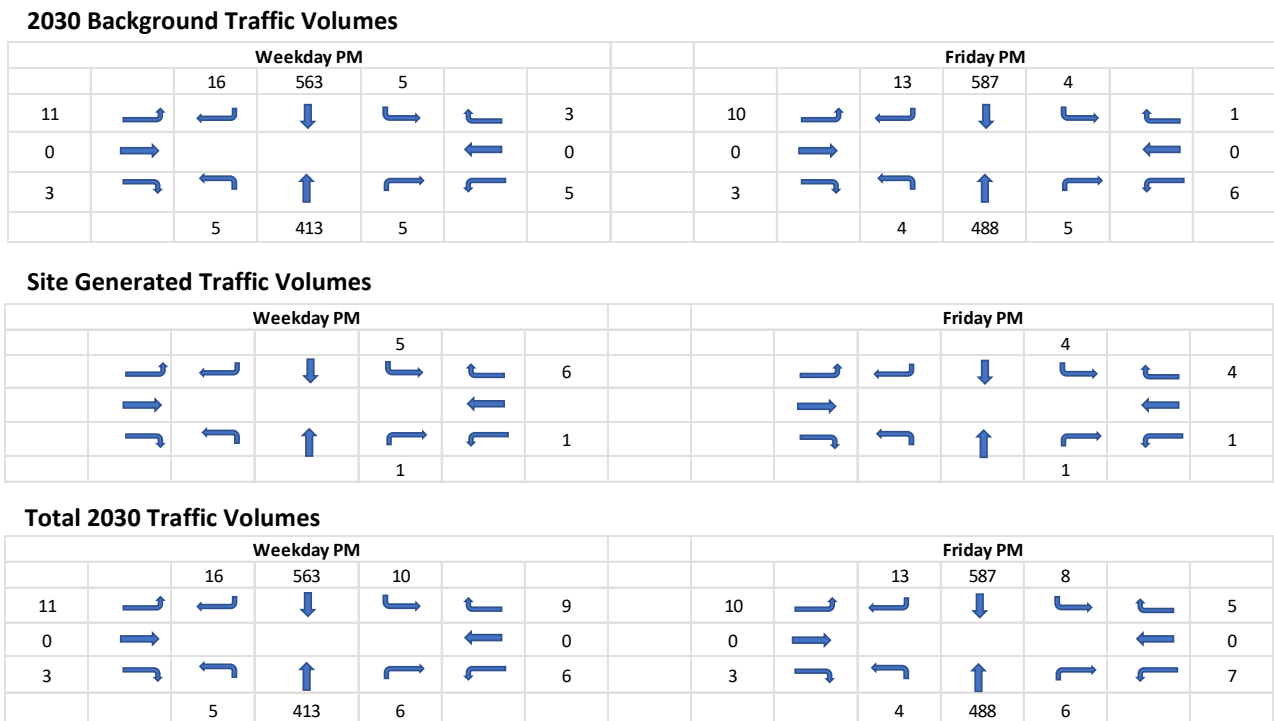


Figure 5. Estimated 2030 Background & 2030 Total Traffic Volumes

TURN LANE WARRANT ANALYSIS

An analysis to determine the potential need for left-turn and right-turn lanes on SH-55 was performed for the site access intersection based on ITD turn lane analysis procedures. The turn lane analysis includes turn lanes that will serve the new reconfigured access on the east side of SH-55 as well as the turn lanes to serve the existing McCall Landing access on the west side of SH-55.

Turn Lanes Serving the East Side of SH-55 (School District & Rocky Mountain Storage)

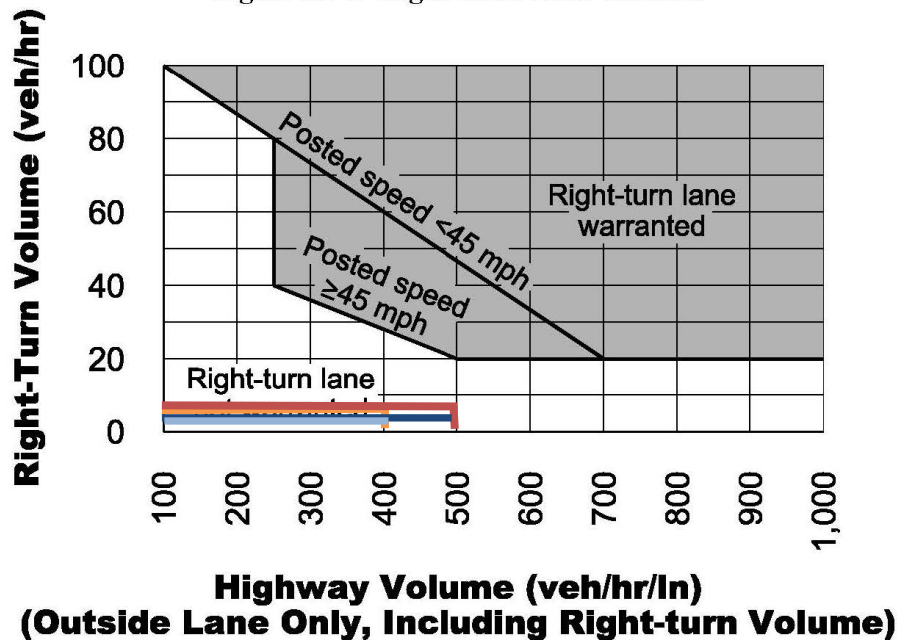
Northbound Right-Turn Lane Warrant Evaluation

For the evaluation of the northbound right-turn lane, the right-turn lane warrant procedure provided in the ITD Traffic Manual was used (Reference 2). Figure 6 shows the traffic volumes on the warrant graph.

Traffic Manual: Idaho Supplementary Guidance to the MUTCD

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Figure 3B-1. Right-Turn Lane Warrant



Background
Weekday PM
Friday PM

Northbound Right-Turn Lane
is Not Warranted

Total
Weekday PM
Friday PM

Figure 6. Rocky Mountain Storage / School District – Northbound Right-Turn Lane on SH-55

As shown in Figure 6, a northbound right-turn lane is not warranted based on the weekday and Friday PM peak hour traffic volumes.

Southbound Left-Turn Lane Warrant Evaluation

For the evaluation of a southbound left-turn lane, the ITD Traffic Manual (Reference 2) requires the use of the warrant procedure recommended in the AASHTO A Policy on Geometric Design of Highways and Streets (Reference 3). That procedure was developed based on a benefit-cost evaluation that considered safety and operational improvements resulting from installation of left-turn lanes. The results of applying the warrants procedure are shown in Figure 7.

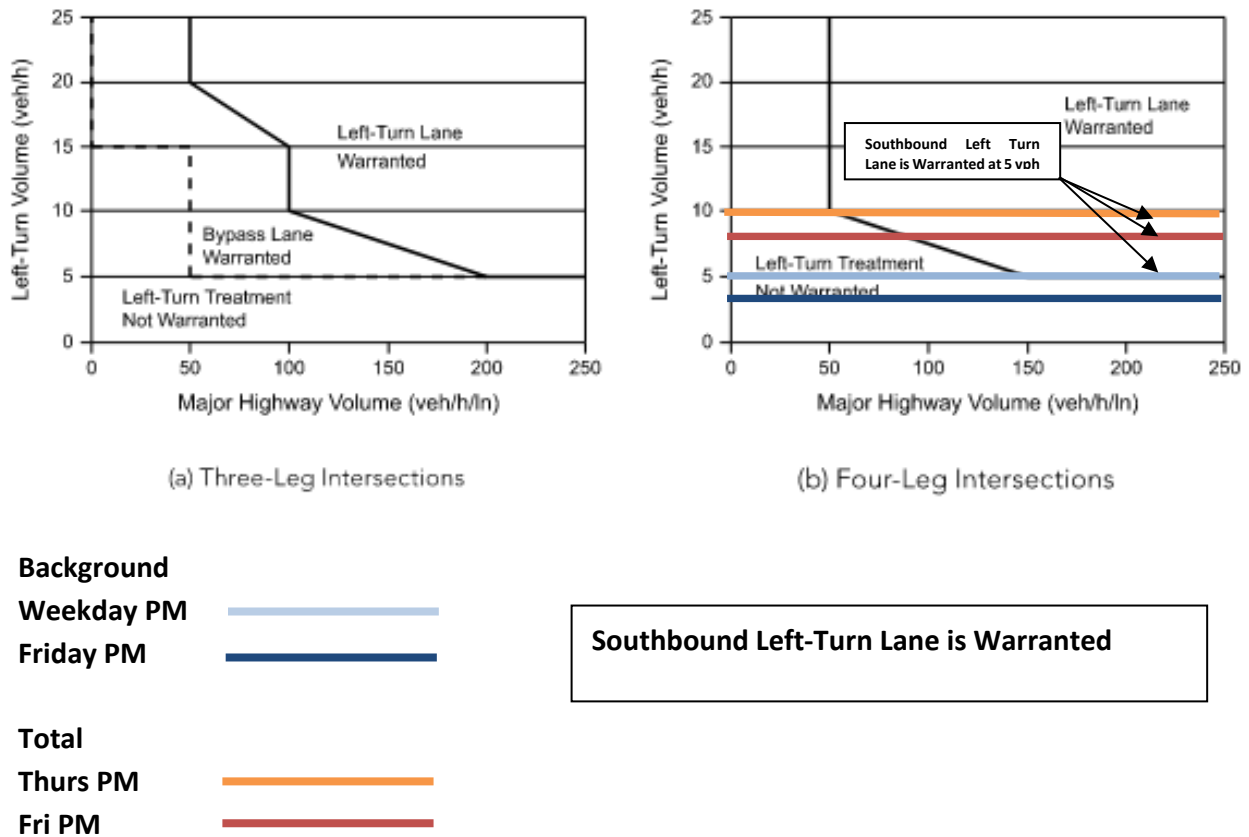


Figure 7. Rocky Mountain Storage / School District – Southbound Left-Turn Lane on SH-55

As shown in Figure 7, a southbound left-turn lane is warranted under 2030 background weekday PM peak hour conditions and 2030 total weekday and Friday PM peak hour conditions.

Turn Lanes Serving the West Side of SH-55 (McCall Landing)

Southbound Right-Turn Lane Warrant Evaluation

The evaluation of the southbound right-turn lane in to the McCall Landing access is shown in Figure 8.

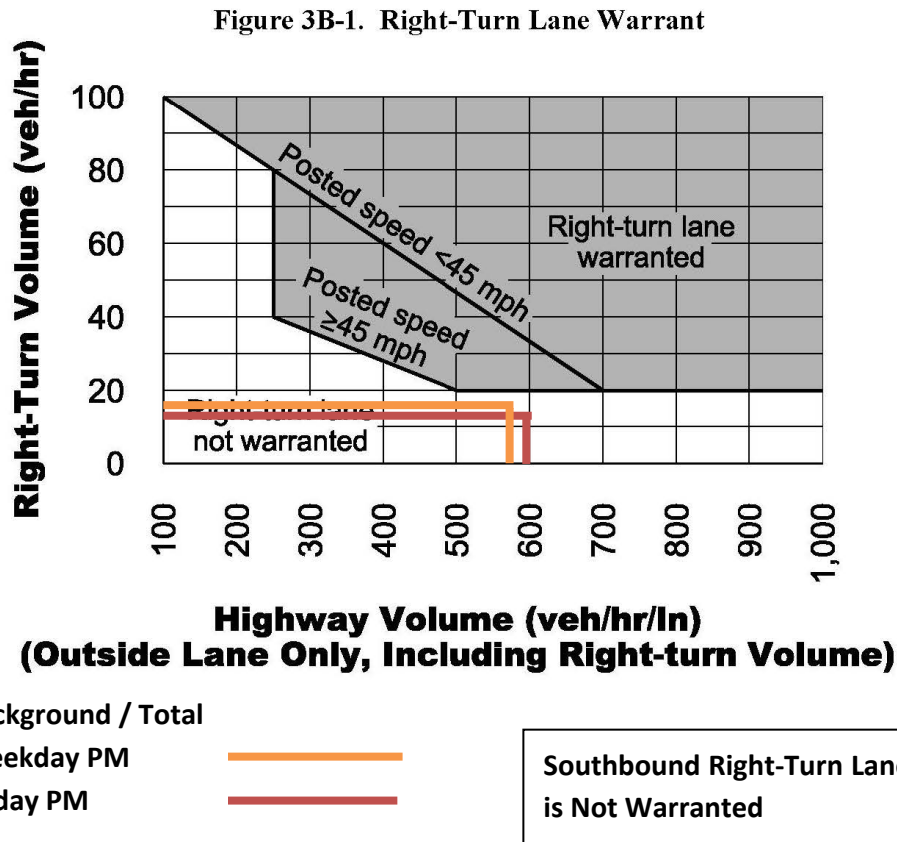
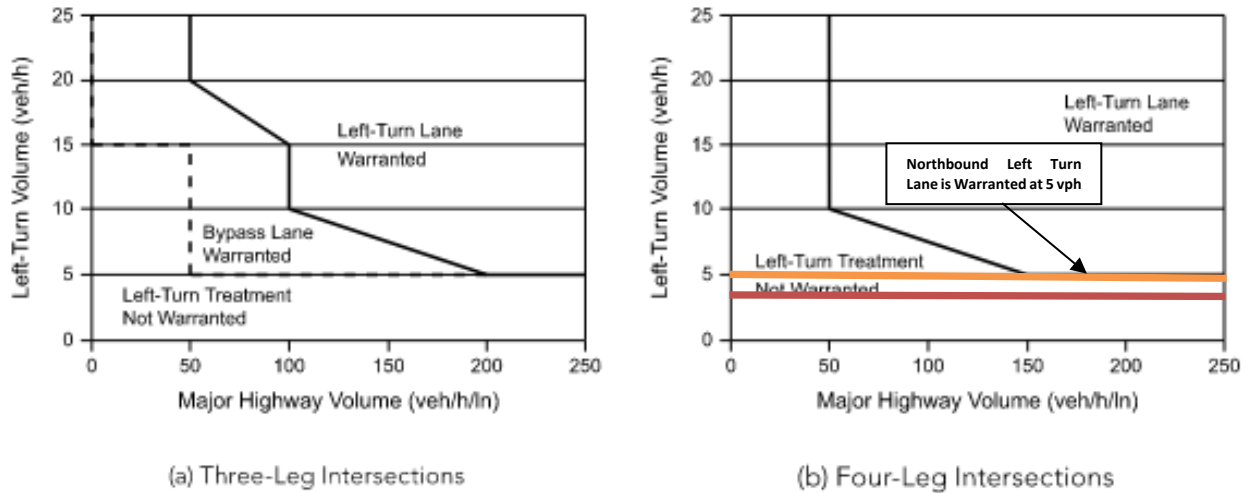


Figure 8. McCall Landing - Southbound Right-Turn Lane on SH-55

As shown in Figure 8, a right-turn lane is not warranted based on the weekday and Friday PM peak hour traffic volumes.

Northbound Left-Turn Lane Warrant Evaluation

The results of applying the warrant procedure to the northbound left-turn into the McCall Landing access are shown in Figure 9.



Background / Total

Weekday PM

Friday PM



Northbound Left-Turn Lane is Warranted

Figure 9. McCall Landing – Northbound Left-Turn Lane on SH-55

As shown in Figure 9, a northbound left-turn lane is warranted under 2030 background and 2030 total weekday PM peak hour conditions, meeting the 5 vehicle per hour minimum warrant level.

Summary of Turn Lane Warrant Analysis

The turn lane analysis identified that northbound and southbound left-turn lanes are warranted in 2030 background weekday PM peak hour conditions without the proposed Rocky Mountain Storage development. With the Rocky Mountain Storage development, the southbound left-turn lane is also warranted during total Friday PM peak hour traffic conditions. The highest estimated volume for the northbound left-turn movement is 5 vehicles per hour and the highest estimated volume for the southbound left-turn movement is 10 vehicles per hour in the 2030 total weekday PM peak hour. Those volumes equate to an average of approximately one vehicle every 12 minutes and 6 minutes for the northbound and southbound left-turn movements, respectively.

While the northbound and southbound left-turn lane warrants are met, the warrant procedure is based on a benefit-cost procedure that is generalized for a typical intersection. Therefore, meeting the warrants does not indicate whether a turn lane is necessary for a specific location. The following should be considered when evaluating the need for a southbound left-turn turn lane at the SH-55 / School District / McCall Landing intersection:

- **Safety and Operational benefits of Combining Accesses:** While combining the proposed development access with the existing school district property access increases the turning movement volumes at the new combined access, decreasing the access on SH-55 also improves safety and operations due to a reduction in conflicts. The TRB Access Management Manual (Reference 4) identifies that, as access density increases, crash rates increase. Additionally, the Access Management Manual identifies a 0.25 mph reduction in free flow speed per access point.
- **The Warrant Procedures Provide Guidance:** The AASHTO warrant procedure includes the following statement:

“The volume-based guidelines or warrants presented below indicate situations where a left-turn lane may be desirable, not necessary situations where a left-turn lane is definitely needed.”

- **Intersection Sight Distance is not Restricted for Approaching Vehicles.** There are no significant horizontal or vertical curves that would affect an approaching vehicle from seeing a northbound or southbound left-turning vehicle. Figure 6 shows photos from the existing School District access looking north and south.
- **The Benefit-Cost Procedure is Not Specific to the Intersection:** Right-of-way is limited such that widening the rural section with ditches to accommodate a turn lane may not be possible without acquiring right-of-way which the project does not control or the ability to condemn. The AASHTO warrant procedure includes the following statement:



Figure 6. Photo from Existing School District Access Looking North (Top) and South (Bottom)

“In addition, to using the guidance in the previous tables and figures, site-specific conditions need to be evaluated to determine the economic feasibility of adding a turn lane.”

Therefore, while northbound and southbound left-turns lane are desirable at the combined access intersection installing turn lanes may not be necessary or cost-effective because creating a single combined intersection will have a long-term positive impact on safety and operations along the corridor, SH-55 is relatively flat with acceptable sight distance for approaching vehicles, and construction of turn lane would likely require obtaining right-of-way from other property owners that could be very difficult and expensive without the condemnation capability of ITD.

In addition to the considerations discussed above, the buses that currently utilize the southbound left-turn at the existing School District access have commercial vehicle drivers and the buses are generally empty after dropping off students. In general, the bus drivers should be better trained and more accustomed to navigating the intersection than other drivers.

CONCLUSIONS

Based on this turn lane analysis, the following can be concluded:

- The turn lane warrant analysis identified that northbound and southbound left-turn lanes are warranted in the 2030 background traffic conditions in the weekday PM peak hour.
- The proposed development is estimated to generate approximately 13 trips (6 in / 7 out) during the weekday (Tuesday-Thursday) PM peak hour and approximately 10 trips (5 in / 5 out) during the Friday PM peak hour.
- With the site-generated trips, the southbound left-turn lane is also warranted in the 2030 total traffic conditions Friday PM peak hour.
- The site-generated trips only impact the traffic volumes and turn lane warrants for the northbound right-turn and southbound left-turn movements.
- While northbound and southbound left-turn lanes are desirable at the combined access intersection the following should be considered:
 - Creating a single combined intersection will have a long-term positive impact on safety and operations along the corridor.
 - The section of SH-55 in the vicinity of access is relatively flat with acceptable sight distance for approaching vehicles.
 - Construction of left-turn lanes would likely require obtaining right-of-way from other property owners, which could be difficult and expensive.

I trust that the information provided herein adequately addresses the turn lane evaluation associated with the Rock Mountain Storage development. Please let me know if you have any questions or comments.

REFERENCES

1. Institute of Transportation Engineers, Trip Generation Manual, 12th Edition, 2025.
2. Idaho Department of Transportation, Traffic Manual: Idaho Supplementary Guidance to the MUTCD, April 2020.
3. American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 7th Edition, 2018.
4. Transportation Research Board, *Access Management Manual*, Second Edition 2014.

ATTACHMENTS

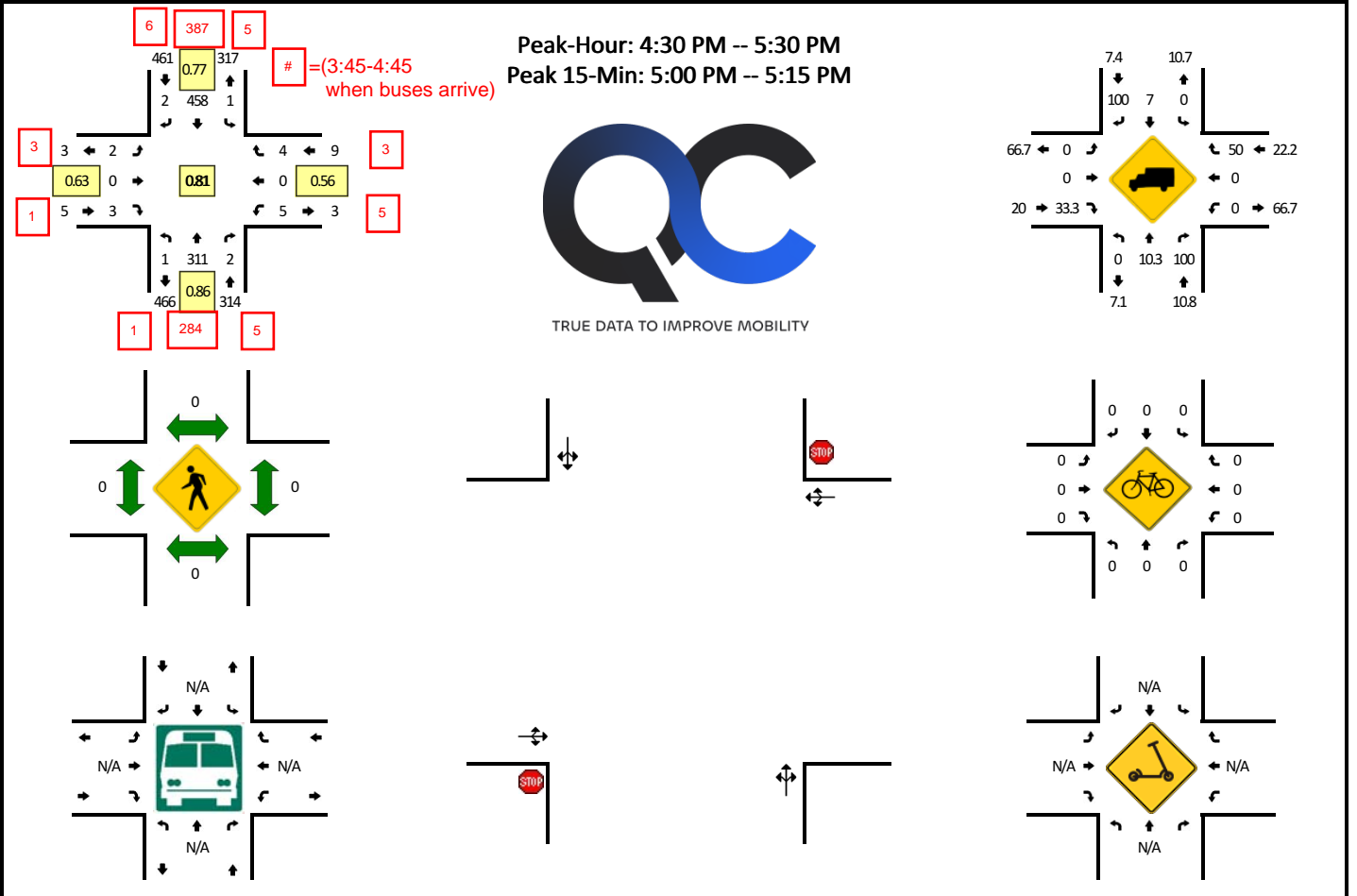
Attachment A: Traffic Counts

Attachment B: Trip Generation Data

Attachment A Traffic Count Data

LOCATION: Idaho 55 -- McCall Bus Barn Dwy/McCall Landing Dwy
CITY/STATE: McCall, ID

QC JOB #: 17340101
DATE: Thu, Nov 13 2025

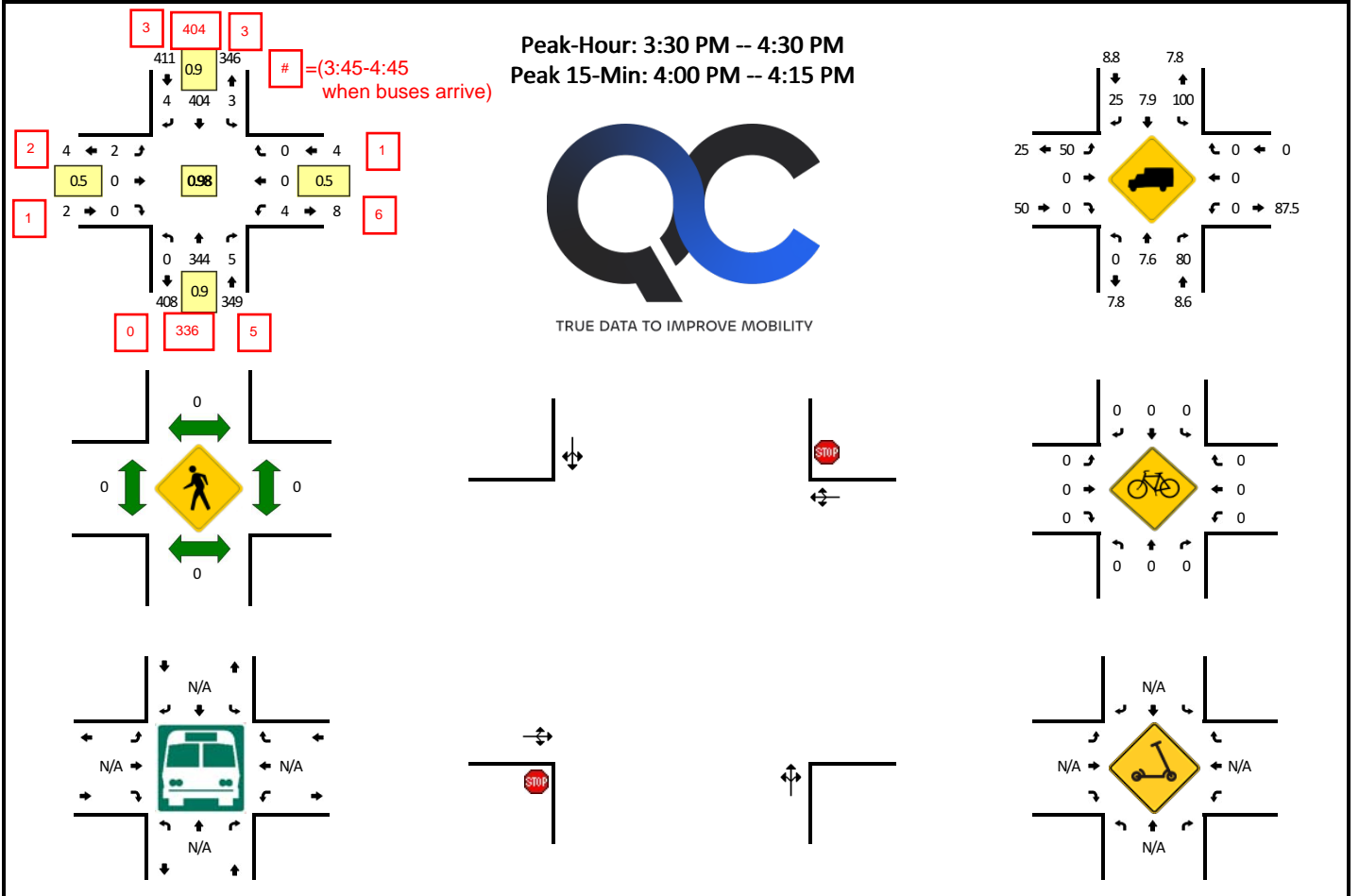


15-Min Count Period Beginning At	Idaho 55 (Northbound)				Idaho 55 (Southbound)				McCall Bus Barn Dwy/McCall Landing Dwy (Eastbound)				McCall Bus Barn Dwy/McCall Landing Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	69	0	0	0	116	0	0	0	0	0	0	0	0	0	0	185	
3:45 PM	0	82	1	0	2	91	2	0	2	0	0	0	1	0	0	0	181	
4:00 PM	0	67	2	0	1	98	0	0	0	0	0	0	2	0	0	0	170	
4:15 PM	0	65	1	0	2	105	2	0	0	0	0	0	2	0	1	0	178	714
4:30 PM	0	70	1	0	0	93	2	0	1	0	1	0	0	0	2	0	170	699
4:45 PM	1	77	1	0	1	90	0	0	1	0	1	0	3	0	1	0	176	694
5:00 PM	0	91	0	0	0	149	0	0	0	0	1	0	2	0	1	0	244	768
5:15 PM	0	73	0	0	0	126	0	0	0	0	0	0	0	0	0	0	199	789
5:30 PM	0	57	0	0	0	78	0	0	0	0	0	0	0	0	0	0	135	754
5:45 PM	0	65	0	0	0	72	1	0	0	0	0	0	0	0	0	0	138	716
6:00 PM	0	44	0	0	0	37	0	0	0	0	2	0	0	0	0	0	83	555
6:15 PM	0	50	0	0	0	35	0	0	0	0	0	0	0	0	0	0	85	441
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	364	0	0	0	596	0	0	0	0	4	0	8	0	4	0	976	
Heavy Trucks	0	52	0	0	0	44	0	0	0	0	0	0	0	0	4	0	100	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters																		

Comments:

LOCATION: Idaho 55 -- McCall Bus Barn Dwy/McCall Landing Dwy
CITY/STATE: McCall, ID

QC JOB #: 17340102
DATE: Fri, Nov 14 2025



15-Min Count Period Beginning At	Idaho 55 (Northbound)				Idaho 55 (Southbound)				McCall Bus Barn Dwy/McCall Landing Dwy (Eastbound)				McCall Bus Barn Dwy/McCall Landing Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	81	1	0	0	99	1	0	0	0	0	0	0	0	0	0	182	
3:45 PM	0	97	0	0	1	92	0	0	1	0	0	0	1	0	0	0	192	
4:00 PM	0	79	2	0	2	112	0	0	0	0	0	0	1	0	0	0	196	
4:15 PM	0	87	2	0	0	101	3	0	1	0	0	0	2	0	0	0	196	766
4:30 PM	0	73	1	0	1	99	0	0	0	0	1	0	2	0	1	0	178	762
4:45 PM	0	79	1	0	0	95	0	0	0	0	0	0	1	0	1	0	177	747
5:00 PM	1	69	0	0	0	106	0	0	0	0	1	0	3	0	0	0	180	731
5:15 PM	0	84	0	0	1	91	0	0	0	0	0	0	0	0	0	0	176	711
5:30 PM	0	74	0	0	0	82	0	0	0	0	0	0	0	0	0	0	156	689
5:45 PM	0	72	0	0	0	65	0	0	0	0	0	0	0	0	0	0	137	649
6:00 PM	0	60	0	0	0	77	0	0	0	0	0	0	0	0	0	0	137	606
6:15 PM	0	66	0	0	0	54	0	0	0	0	0	0	0	0	0	0	120	550

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	316	8	0	8	448	0	0	0	0	0	0	4	0	0	0	784
Heavy Trucks	0	28	4		8	44	0		0	0	0		0	0	0		84
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

Comments:

Idaho Transportation Department

Monthly Hourly Day of Week Summary for November 2024

Site names: 00243
 County: Valley
 Funct Class: R Principal Arterial - Other
 Location: SH-55 370 Ft. N of Paddy Flat Rd

Seasonal Factor Grp: 7
 Daily Factor Grp: 4
 Axle Factor Grp: 8
 Growth Factor Grp: 2

	SUN			MON			TUE			WED			THU			FRI			SAT		
	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S
00.00	18	7	12	11	7	4	9	5	4	13	8	5	16	8	8	16	7	8	19	10	9
01.00	11	7	4	7	4	3	5	2	3	7	4	3	9	4	5	10	5	5	13	7	6
02.00	5	3	2	5	3	3	5	4	1	7	5	2	5	3	2	7	4	3	7	3	4
03.00	5	2	2	12	8	4	9	8	2	13	8	5	11	8	3	13	10	3	9	5	3
04.00	7	3	5	23	15	8	20	13	7	14	8	6	17	9	8	18	12	6	10	5	4
05.00	23	11	12	53	32	21	51	30	21	53	32	22	47	30	17	48	32	16	30	19	11
06.00	42	24	18	149	103	46	168	125	43	180	131	49	151	109	42	140	99	41	65	42	22
07.00	73	37	36	385	259	126	422	286	136	419	276	143	338	233	105	343	227	116	122	67	54
08.00	163	89	74	412	220	192	381	200	181	393	220	173	349	189	160	344	183	161	187	97	91
09.00	271	123	148	359	196	163	361	193	168	345	180	165	307	164	143	341	186	155	282	148	134
10.00	328	142	186	381	201	180	399	214	185	372	199	172	352	179	173	391	200	191	351	175	176
11.00	391	180	211	398	201	197	394	199	195	382	189	193	351	176	175	423	216	208	413	221	192
12.00	412	149	263	398	190	208	409	196	213	416	196	221	365	170	195	447	223	224	430	226	204
13.00	398	159	239	385	176	209	386	178	208	428	202	227	368	180	189	474	231	244	414	202	212
14.00	373	145	227	424	202	223	429	195	234	436	205	231	394	189	206	500	242	258	436	207	229
15.00	370	151	219	440	202	239	469	210	259	493	227	266	396	177	219	546	262	283	407	178	229
16.00	322	137	185	456	209	247	486	219	267	482	218	264	429	200	229	528	258	270	362	171	191
17.00	246	122	124	422	162	260	467	177	290	450	187	263	417	172	245	486	249	238	316	142	174
18.00	161	71	90	238	107	132	267	122	146	268	119	149	264	122	142	347	197	150	223	105	118
19.00	123	62	61	125	59	66	152	71	80	140	61	79	167	88	79	193	110	83	149	77	73
20.00	74	39	35	92	42	50	114	51	63	117	58	60	125	64	61	142	87	55	111	52	58
21.00	53	32	21	55	30	25	60	30	30	77	32	45	77	42	35	111	60	51	101	50	51
22.00	24	12	13	37	14	23	36	15	21	42	19	23	50	21	28	62	29	33	56	30	26
23.00	13	7	6	20	9	10	20	10	10	25	12	13	24	12	12	35	15	20	31	15	17
MADW	3,908	1,716	2,193	5,285	2,648	2,638	5,515	2,750	2,765	5,569	2,792	2,776	5,027	2,548	2,479	5,968	3,143	2,825	4,544	2,254	2,290
N Days	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	5	5	5	5	5	5

Idaho Transportation Department

Monthly Hourly Day of Week Summary for May 2024

Site names: 00243
 County: Valley
 Funct Class: R Principal Arterial - Other
 Location: SH-55 370 Fl. N of Paddy Flat Rd

Seasonal Factor Grp: 7
 Daily Factor Grp: 4
 Axle Factor Grp: 8
 Growth Factor Grp: 2

	SUN			MON			TUE			WED			THU			FRI			SAT		
	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S
00.00	30	16	14	16	8	8	11	7	5	16	10	6	14	7	6	21	13	9	38	18	20
01.00	16	7	9	10	8	2	7	4	3	6	5	2	10	5	5	13	7	6	27	9	17
02.00	8	4	4	7	3	4	7	4	3	7	3	4	5	3	2	9	5	5	16	8	8
03.00	9	4	5	7	3	4	11	8	3	6	5	1	12	9	3	12	7	5	15	6	9
04.00	6	2	4	18	10	9	19	10	9	19	12	7	20	13	7	22	16	7	13	6	7
05.00	16	8	9	49	29	19	65	40	25	63	38	25	65	37	28	50	36	14	28	18	10
06.00	52	30	21	174	117	57	217	153	64	220	155	65	253	170	83	199	142	57	77	44	33
07.00	96	44	52	386	264	121	504	324	180	481	321	160	476	312	164	440	295	145	144	67	77
08.00	172	86	86	390	214	175	448	239	210	420	225	195	433	231	201	423	233	189	242	119	122
09.00	279	132	147	404	207	197	430	222	208	410	223	187	398	219	180	421	229	193	313	166	147
10.00	406	193	214	468	232	236	441	238	203	413	227	186	421	232	190	466	250	215	402	229	173
11.00	513	261	252	490	250	240	460	251	209	452	245	208	455	243	212	544	299	245	430	246	184
12.00	505	243	262	492	248	244	485	243	242	461	241	220	480	242	238	569	290	279	478	271	207
13.00	520	229	291	491	228	263	467	228	239	451	204	246	479	225	253	563	284	279	502	251	251
14.00	474	199	275	470	207	263	482	221	261	481	229	252	537	250	287	569	264	304	454	227	227
15.00	463	183	279	503	213	291	533	234	299	494	225	270	566	265	302	667	308	360	441	217	224
16.00	406	176	230	488	210	278	535	236	300	524	239	285	565	270	295	638	321	316	425	208	217
17.00	372	161	211	482	182	300	543	209	334	518	207	311	553	236	318	608	295	313	395	190	205
18.00	262	117	145	313	121	193	351	150	202	334	149	185	387	178	209	434	232	201	283	128	155
19.00	212	95	117	189	73	117	229	97	132	229	99	130	280	128	151	322	187	135	222	103	119
20.00	171	86	85	137	59	78	164	72	92	173	77	96	226	107	119	253	148	105	177	94	83
21.00	109	53	55	86	36	50	96	47	49	109	49	60	122	55	67	182	103	79	142	75	67
22.00	66	33	33	50	21	29	54	25	29	53	26	27	70	34	35	111	54	57	86	42	44
23.00	33	17	16	22	11	11	31	15	15	32	16	16	36	18	17	62	33	29	54	25	29
MADW	5,194	2,378	2,816	6,139	2,951	3,188	6,588	3,273	3,315	6,372	3,227	3,144	6,862	3,490	3,372	7,598	4,050	3,548	5,402	2,766	2,636
N Days	4	4	4	4	4	4	4	4	4	5	5	5	5	5	5	5	5	5	3	3	3

Attachment B Trip Generation Data

PM PEAK HOUR TRIPS (IN+OUT TOTAL FOR HIGHEST HOUR 3PM-6PM)

		Tues-Thurs									
Aug 6-9th (Mon-Fri)	138	5-Aug	6-Aug	7-Aug	8-Aug	9-Aug	Avg Weekday T-TH	Units	Future Units	Estimated Trips	
Avg/Day PM Peak Hou	27.6	2	10	7	8	3	8.3	40	105	21.875	
Aug 12-16th (Mon-Fri)	159	12-Aug	13-Aug	14-Aug	15-Aug	16-Aug	Avg Weekday T-TH	Units	Future Units	Estimated Trips	
	31.8	0	7	6	1	0	4.7	40	105	12.25	
Aug 19-23th (Mon-Fri)	119	19-Aug	20-Aug	21-Aug	22-Aug	23-Aug	Avg Weekday T-TH	Units	Future Units	Estimated Trips	
	23.8	3	3	3	3	2	3.0	40	105	7.875	
Aug 26-30th (Mon-Fri)	153	26-Aug	27-Aug	28-Aug	29-Aug	30-Aug	Avg Weekday T-TH	Units	Future Units	Estimated Trips	
	30.6	3	3	3	2	9	2.7	40	105	7	
Estimate for Proposed											
Units	40	Rate	105 Units								
Average Mon-Fri PM	3.9	0.100	11								
Average Tues-Thurs PM	4.7	0.120	13		Compares to Typical ITE Weekday PM						
Average Friday Only PM	3.500	0.090	10								
				Trips	Days	Units	Rate				
				Daily	367	13	40	0.706			

				PM Peak
Date	Time	DeviceName	Type	Hourly Totals
8/31/2024	14:55:01	north gate	VIP Card Found	
8/31/2024	14:48:36	north gate	VIP Card Found	
8/31/2024	14:48:35	north gate	VIP Card Found	
8/31/2024	14:42:56	north gate	Card Found	
8/31/2024	13:53:10	west gate	Card Found	
8/31/2024	13:50:55	north gate	Card Found	
8/31/2024	13:42:15	north gate	Card Found	
8/31/2024	13:16:07	west gate	Card Found	
8/31/2024	12:54:17	north gate	Card Found	
8/31/2024	12:48:04	west gate	Card Found	
8/31/2024	12:43:05	north gate	Card Found	
8/31/2024	12:26:44	west gate	VIP Card Found	
8/31/2024	12:23:42	north gate	VIP Card Found	
8/31/2024	10:41:01	west gate	VIP Card Found	
8/31/2024	10:30:40	north gate	VIP Card Found	
8/31/2024	10:06:18	west gate	Card Found	
8/31/2024	10:04:33	west gate	Card Found	
8/31/2024	9:58:57	north gate	Card Found	
8/31/2024	9:58:56	north gate	Card Found	
8/31/2024	9:58:55	north gate	Card Found	
8/31/2024	9:46:17	north gate	Card Found	
8/31/2024	9:46:16	north gate	Card Found	
8/31/2024	9:46:14	north gate	Card Found	
8/31/2024	8:18:58	west gate	Card Found	
8/31/2024	8:13:12	north gate	Card Found	
8/31/2024	8:13:10	north gate	Card Found	
8/31/2024	6:53:11	west gate	VIP Card Found	
8/31/2024	6:53:10	west gate	VIP Card Found	
8/31/2024	6:48:08	north gate	VIP Card Found	
8/30/2024	18:47:25	west gate	Card Found	
8/30/2024	18:14:25	north gate	Card Found	
8/30/2024	18:14:22	north gate	Card Found	
8/30/2024	16:42:25	north gate	Card Found	
8/30/2024	16:42:24	north gate	Card Found	
8/30/2024	16:42:22	north gate	Card Found	
8/30/2024	16:38:36	west gate	Card Found	

8/30/2024	16:21:40	north gate	Card Found
8/30/2024	16:21:39	north gate	Card Found
8/30/2024	16:21:38	north gate	Card Found
8/30/2024	16:15:45	north gate	Card Found
8/30/2024	16:15:44	north gate	Card Found
8/30/2024	14:09:23	west gate	Card Found
8/30/2024	14:03:46	north gate	Card Found
8/30/2024	12:47:16	north gate	VIP Card Found
8/30/2024	12:45:09	north gate	VIP Card Found
8/30/2024	11:37:12	west gate	VIP Card Found
8/30/2024	11:35:54	north gate	VIP Card Found
8/30/2024	11:31:07	north gate	VIP Card Found
8/30/2024	11:31:04	north gate	VIP Card Found
8/30/2024	10:13:51	north gate	Card Found
8/30/2024	10:03:57	north gate	Card Found
8/30/2024	10:00:17	north gate	Card Found
8/30/2024	9:55:30	north gate	Card Found
8/30/2024	9:41:07	north gate	Card Found
8/30/2024	9:34:16	west gate	Card Found
8/30/2024	9:00:19	west gate	Card Found
8/30/2024	8:58:49	north gate	Card Found
8/30/2024	6:55:33	north gate	Card Found
8/30/2024	6:25:28	west gate	VIP Card Found
8/30/2024	6:25:27	west gate	VIP Card Found
8/30/2024	6:18:38	west gate	Card Found
8/30/2024	6:17:38	west gate	Card Found
8/30/2024	6:16:28	west gate	Card Found
8/30/2024	6:01:55	west gate	Card Found
8/30/2024	5:54:52	north gate	Card Found
8/30/2024	5:45:41	north gate	Card Found
8/30/2024	5:29:01	north gate	Card Found
8/30/2024	5:15:58	north gate	VIP Card Found
8/30/2024	5:15:57	north gate	VIP Card Found
8/30/2024	4:46:08	north gate	Card Found
8/29/2024	17:00:55	west gate	VIP Card Found
8/29/2024	17:00:54	west gate	VIP Card Found
8/29/2024	16:53:51	north gate	Card Found
8/29/2024	14:03:32	west gate	Card Found
8/29/2024	14:01:07	north gate	Card Found

8/29/2024	13:58:37	north gate	VIP Card Found
8/29/2024	13:58:36	north gate	VIP Card Found
8/29/2024	13:49:05	north gate	Card Found
8/29/2024	12:40:09	west gate	Card Found
8/29/2024	11:56:32	north gate	Card Found
8/29/2024	11:44:31	west gate	Card Found
8/29/2024	11:30:49	north gate	Card Found
8/29/2024	11:19:16	west gate	Card Found
8/29/2024	11:08:28	north gate	Card Found
8/29/2024	11:08:27	north gate	Card Found
8/29/2024	10:39:16	west gate	Card Found
8/29/2024	10:32:29	north gate	Card Found
8/29/2024	10:01:03	west gate	Card Found
8/29/2024	9:48:14	north gate	Card Found
8/29/2024	9:19:35	west gate	Card Found
8/29/2024	9:10:27	north gate	Card Found
8/29/2024	9:10:26	north gate	Card Found
8/29/2024	9:10:25	north gate	Card Found
8/29/2024	7:44:49	west gate	Card Found
8/29/2024	7:06:20	north gate	Card Found
8/28/2024	18:30:38	west gate	Card Found
8/28/2024	18:23:17	north gate	Card Found
8/28/2024	18:01:36	west gate	Card Found
8/28/2024	17:45:22	north gate	Card Found
8/28/2024	16:42:31	west gate	Card Found
8/28/2024	16:31:39	north gate	Card Found
8/28/2024	16:31:38	north gate	Card Found
8/28/2024	15:49:35	west gate	Card Found
8/28/2024	15:49:34	west gate	Card Found
8/28/2024	15:22:16	north gate	Card Found
8/28/2024	15:22:15	north gate	Card Found
8/28/2024	15:22:13	north gate	Card Found
8/28/2024	15:13:36	north gate	Card Found
8/28/2024	15:13:18	north gate	Card Found
8/28/2024	15:10:56	north gate	Card Found
8/28/2024	13:33:54	north gate	Card Found
8/28/2024	13:29:40	north gate	Card Found
8/28/2024	10:30:24	west gate	Card Found
8/28/2024	10:20:54	north gate	Card Found

8/28/2024	10:17:38 west gate	Card Found
8/28/2024	10:12:00 north gate	Card Found
8/28/2024	8:13:36 west gate	Card Found
8/28/2024	8:13:35 west gate	Card Found
8/28/2024	8:06:21 north gate	Card Found
8/28/2024	8:06:20 north gate	Card Found
8/28/2024	8:06:18 north gate	Card Found
8/27/2024	16:39:09 north gate	Card Found
8/27/2024	16:18:10 north gate	Card Found
8/27/2024	16:18:09 north gate	Card Found
8/27/2024	14:55:00 west gate	Card Found
8/27/2024	14:20:56 north gate	Card Found
8/27/2024	13:49:16 north gate	Card Found
8/27/2024	13:46:00 west gate	Card Found
8/27/2024	13:45:33 north gate	Card Found
8/27/2024	13:38:10 north gate	Card Found
8/27/2024	13:28:34 west gate	Card Found
8/27/2024	13:20:41 north gate	Card Found
8/27/2024	13:17:18 north gate	Card Found
8/27/2024	12:39:00 west gate	VIP Card Found
8/27/2024	12:38:09 west gate	Card Found
8/27/2024	12:34:22 north gate	Card Found
8/27/2024	12:27:05 north gate	Card Found
8/27/2024	12:20:26 north gate	Card Found
8/27/2024	12:07:31 north gate	Card Found
8/27/2024	12:00:21 north gate	Card Found
8/27/2024	12:00:20 north gate	Card Found
8/27/2024	11:53:49 north gate	Card Found
8/27/2024	11:44:03 north gate	Card Found
8/27/2024	10:17:16 west gate	Card Found
8/27/2024	9:57:56 north gate	Card Found
8/27/2024	9:26:39 north gate	Card Found
8/27/2024	9:07:16 west gate	Card Found
8/27/2024	8:53:47 north gate	Card Found
8/27/2024	8:18:08 west gate	Card Found
8/27/2024	8:15:25 north gate	Card Found
8/26/2024	18:08:17 west gate	Card Found
8/26/2024	17:16:27 west gate	Card Found
8/26/2024	17:12:39 north gate	Card Found

3

3

8/26/2024	17:05:03 north gate	Card Found
8/26/2024	16:01:27 west gate	Card Found
8/26/2024	15:54:43 north gate	Card Found
8/26/2024	13:08:46 west gate	Card Found
8/26/2024	12:25:38 north gate	Card Found
8/26/2024	11:42:29 west gate	Card Found
8/26/2024	10:46:16 north gate	Card Found
8/26/2024	10:41:41 west gate	Card Found
8/26/2024	10:35:42 north gate	Card Found
8/26/2024	10:28:26 west gate	Card Found
8/26/2024	10:10:26 north gate	Card Found
8/26/2024	8:44:57 west gate	Card Found
8/26/2024	8:44:56 west gate	Card Found
8/26/2024	8:32:18 north gate	Card Found
8/26/2024	8:32:16 north gate	Card Found
8/26/2024	8:32:13 north gate	Card Found
8/26/2024	7:22:12 west gate	Card Found
8/26/2024	7:22:10 west gate	Card Found
8/26/2024	7:17:27 north gate	Card Found
8/26/2024	7:17:26 north gate	Card Found
8/26/2024	7:17:24 north gate	Card Found
8/26/2024	6:58:57 west gate	Card Found
8/26/2024	6:56:09 north gate	Card Found
8/26/2024	6:56:08 north gate	Card Found
8/26/2024	6:08:59 west gate	Card Found
8/26/2024	6:07:54 north gate	VIP Card Found
8/26/2024	6:07:53 north gate	VIP Card Found
8/26/2024	6:06:46 north gate	Card Found
8/26/2024	6:01:04 north gate	VIP Card Found
8/25/2024	15:36:39 north gate	Card Found
8/25/2024	15:31:56 north gate	Card Found
8/25/2024	15:16:04 west gate	Card Found
8/25/2024	15:04:38 north gate	Card Found
8/25/2024	15:04:36 north gate	Card Found
8/25/2024	15:04:34 north gate	Card Found
8/25/2024	14:37:56 west gate	Card Found
8/25/2024	14:34:30 north gate	Card Found
8/25/2024	14:27:02 north gate	Card Found
8/25/2024	14:24:30 west gate	Card Found

8/25/2024	14:18:47 north gate	Card Found
8/25/2024	11:47:02 west gate	Card Found
8/25/2024	11:33:39 north gate	Card Found
8/25/2024	11:24:33 north gate	Card Found
8/24/2024	16:50:34 west gate	Card Found
8/24/2024	16:50:32 west gate	Card Found
8/24/2024	16:45:04 north gate	Card Found
8/24/2024	16:45:03 north gate	Card Found
8/24/2024	14:59:02 west gate	Card Found
8/24/2024	14:59:01 west gate	Card Found
8/24/2024	14:57:37 west gate	Card Found
8/24/2024	14:57:36 west gate	Card Found
8/24/2024	14:20:07 north gate	Card Found
8/24/2024	14:20:05 north gate	Card Found
8/24/2024	14:20:04 north gate	Card Found
8/24/2024	13:08:03 west gate	VIP Card Found
8/24/2024	12:56:07 north gate	Card Found
8/23/2024	16:29:46 north gate	Card Found
8/23/2024	16:29:43 north gate	Card Found
8/23/2024	15:49:47 north gate	Card Found
8/23/2024	15:49:45 north gate	Card Found
8/23/2024	13:53:48 west gate	VIP Card Found
8/23/2024	13:49:16 north gate	VIP Card Found
8/23/2024	12:47:08 west gate	VIP Card Found
8/23/2024	12:44:48 north gate	VIP Card Found
8/23/2024	12:44:47 north gate	VIP Card Found
8/23/2024	11:51:39 west gate	Card Found
8/23/2024	11:45:05 north gate	Card Found
8/23/2024	11:45:04 north gate	Card Found
8/23/2024	11:45:02 north gate	Card Found
8/23/2024	9:37:47 west gate	Card Found
8/23/2024	9:29:02 north gate	Card Found
8/23/2024	6:12:22 west gate	VIP Card Found
8/23/2024	6:08:33 north gate	VIP Card Found
8/23/2024	6:08:32 north gate	VIP Card Found
8/22/2024	20:24:47 west gate	Card Found
8/22/2024	20:12:23 north gate	Card Found
8/22/2024	15:17:32 north gate	Card Found
8/22/2024	15:10:28 north gate	Card Found

2

3

8/22/2024	15:05:38 north gate	Card Found	
8/22/2024	14:26:26 north gate	Card Found	
8/22/2024	14:26:25 north gate	Card Found	
8/22/2024	14:26:24 north gate	Card Found	
8/22/2024	14:25:50 west gate	Card Found	
8/22/2024	14:17:50 north gate	Card Found	
8/22/2024	14:15:43 north gate	Card Found	
8/22/2024	14:01:07 north gate	Card Found	
8/22/2024	14:01:06 north gate	Card Found	
8/22/2024	13:59:22 north gate	Card Found	
8/22/2024	12:25:18 north gate	Card Found	
8/22/2024	12:17:50 north gate	Card Found	
8/22/2024	12:10:43 north gate	Card Found	
8/22/2024	12:10:43 west gate	Card Found	
8/22/2024	11:59:46 north gate	Card Found	
8/22/2024	11:59:45 north gate	Card Found	
8/22/2024	10:34:41 north gate	Card Found	
8/22/2024	10:34:40 north gate	Card Found	
8/22/2024	10:27:24 west gate	Card Found	
8/22/2024	10:24:40 north gate	Card Found	
8/22/2024	10:15:04 west gate	VIP Card Found	
8/22/2024	10:08:33 north gate	VIP Card Found	
8/22/2024	10:08:32 north gate	VIP Card Found	
8/22/2024	10:08:30 north gate	VIP Card Found	
8/22/2024	10:06:18 north gate	Card Found	
8/22/2024	10:06:17 north gate	Card Found	
8/22/2024	9:40:15 north gate	Card Found	
8/22/2024	9:40:14 north gate	Card Found	
8/22/2024	7:12:47 west gate	Card Found	2
8/22/2024	7:10:37 north gate	Card Found	
8/22/2024	6:59:37 west gate	Card Found	
8/22/2024	6:47:09 north gate	Card Found	
8/21/2024	18:05:04 north gate	Card Found	
8/21/2024	18:05:03 north gate	Card Found	
8/21/2024	16:54:27 north gate	Card Found	3
8/21/2024	16:04:37 west gate	VIP Card Found	
8/21/2024	16:01:55 north gate	VIP Card Found	
8/21/2024	14:17:43 west gate	VIP Card Found	
8/21/2024	14:06:57 north gate	VIP Card Found	

8/21/2024	13:56:30	north gate	Card Found	
8/21/2024	13:49:24	north gate	Card Found	
8/21/2024	12:35:38	north gate	Card Found	
8/21/2024	12:27:44	north gate	Card Found	
8/21/2024	12:27:42	north gate	Card Found	
8/21/2024	11:14:40	north gate	Card Found	
8/21/2024	10:19:24	north gate	Card Found	
8/21/2024	10:19:23	north gate	Card Found	
8/21/2024	7:18:50	west gate	VIP Card Found	3
8/21/2024	7:13:57	north gate	VIP Card Found	
8/21/2024	7:13:56	north gate	VIP Card Found	
8/20/2024	19:56:01	west gate	Card Found	
8/20/2024	19:36:47	north gate	Card Found	
8/20/2024	16:09:14	north gate	Card Found	3
8/20/2024	16:03:08	west gate	Card Found	
8/20/2024	16:00:05	north gate	Card Found	
8/20/2024	14:04:12	north gate	Card Found	
8/20/2024	12:14:01	north gate	Card Found	
8/20/2024	12:13:47	west gate	VIP Card Found	
8/20/2024	11:50:02	north gate	Card Found	
8/20/2024	11:47:45	north gate	Card Found	
8/20/2024	11:43:27	west gate	Card Found	
8/20/2024	11:42:19	north gate	Card Found	
8/20/2024	11:39:37	north gate	VIP Card Found	
8/20/2024	11:39:36	north gate	VIP Card Found	
8/20/2024	11:39:35	north gate	VIP Card Found	
8/20/2024	11:33:20	north gate	Card Found	
8/20/2024	11:04:17	west gate	Card Found	
8/20/2024	10:52:30	north gate	Card Found	
8/20/2024	10:20:17	west gate	Card Found	
8/20/2024	10:14:21	north gate	Card Found	
8/20/2024	9:33:25	west gate	Card Found	
8/20/2024	9:29:40	north gate	Card Found	
8/20/2024	6:07:24	west gate	VIP Card Found	
8/20/2024	6:02:05	north gate	VIP Card Found	
8/19/2024	17:21:50	west gate	VIP Card Found	3
8/19/2024	17:19:39	north gate	VIP Card Found	
8/19/2024	17:19:38	north gate	VIP Card Found	
8/19/2024	15:51:07	west gate	Card Found	

8/19/2024	15:51:05 west gate	Card Found
8/19/2024	15:45:02 north gate	Card Found
8/19/2024	15:45:01 north gate	Card Found
8/19/2024	14:52:54 north gate	Card Found
8/19/2024	14:52:53 north gate	Card Found
8/19/2024	13:53:36 north gate	Card Found
8/19/2024	11:41:45 north gate	Card Found
8/19/2024	11:41:44 north gate	Card Found
8/19/2024	11:26:25 north gate	Card Found
8/19/2024	11:26:24 north gate	Card Found
8/19/2024	10:59:29 west gate	Card Found
8/19/2024	10:52:10 north gate	Card Found
8/19/2024	10:43:02 west gate	Card Found
8/19/2024	10:41:22 north gate	Card Found
8/19/2024	8:46:55 west gate	Card Found
8/19/2024	8:44:42 north gate	Card Found
8/19/2024	5:22:13 west gate	VIP Card Found
8/19/2024	5:22:12 west gate	VIP Card Found
8/19/2024	5:18:42 north gate	VIP Card Found
8/18/2024	19:17:32 west gate	Card Found
8/18/2024	18:54:57 north gate	Card Found
8/18/2024	18:15:05 west gate	Card Found
8/18/2024	18:03:13 north gate	Card Found
8/18/2024	18:03:11 north gate	Card Found
8/18/2024	16:07:57 west gate	Card Found
8/18/2024	16:07:56 west gate	Card Found
8/18/2024	16:03:58 north gate	Card Found
8/18/2024	15:55:59 west gate	Card Found
8/18/2024	15:47:40 north gate	Card Found
8/18/2024	15:34:29 west gate	Card Found
8/18/2024	15:34:28 west gate	Card Found
8/18/2024	15:31:05 north gate	Card Found
8/18/2024	15:31:03 north gate	Card Found
8/18/2024	15:31:02 north gate	Card Found
8/18/2024	15:29:34 west gate	Card Found
8/18/2024	14:21:54 west gate	Card Found
8/18/2024	14:13:35 north gate	Card Found
8/18/2024	14:13:34 north gate	Card Found
8/18/2024	14:11:47 north gate	Card Found

8/18/2024	13:34:09 west gate	Card Found
8/18/2024	13:23:06 north gate	Card Found
8/18/2024	13:18:28 north gate	Card Found
8/18/2024	13:18:27 north gate	Card Found
8/18/2024	13:01:30 west gate	Card Found
8/18/2024	12:00:52 north gate	Card Found
8/18/2024	12:00:51 north gate	Card Found
8/18/2024	9:54:48 north gate	Card Found
8/18/2024	9:54:47 north gate	Card Found
8/18/2024	9:54:46 north gate	Card Found
8/18/2024	8:00:56 west gate	Card Found
8/18/2024	7:58:36 north gate	Card Found
8/17/2024	19:28:49 west gate	Card Found
8/17/2024	18:24:02 north gate	Card Found
8/17/2024	16:34:13 north gate	Card Found
8/17/2024	16:34:12 north gate	Card Found
8/17/2024	16:34:11 north gate	Card Found
8/17/2024	16:21:57 north gate	Card Found
8/17/2024	16:21:55 north gate	Card Found
8/17/2024	16:21:54 north gate	Card Found
8/17/2024	15:11:41 north gate	Card Found
8/17/2024	15:11:39 north gate	Card Found
8/17/2024	15:02:00 west gate	Card Found
8/17/2024	14:57:49 north gate	Card Found
8/17/2024	14:51:23 north gate	Card Found
8/17/2024	14:51:20 north gate	Card Found
8/17/2024	14:49:21 north gate	Card Found
8/17/2024	14:31:53 west gate	Card Found
8/17/2024	14:31:51 west gate	Card Found
8/17/2024	13:42:04 north gate	Card Found
8/17/2024	13:42:02 north gate	Card Found
8/17/2024	13:33:54 west gate	Card Found
8/17/2024	13:31:25 west gate	Card Found
8/17/2024	13:30:37 north gate	Card Found
8/17/2024	13:26:55 north gate	Card Found
8/17/2024	13:21:38 north gate	Card Found
8/17/2024	10:58:32 north gate	Card Found
8/17/2024	10:58:30 north gate	Card Found
8/17/2024	10:58:29 north gate	Card Found

8/17/2024	10:31:17 west gate	Card Found
8/17/2024	9:59:14 north gate	Card Found
8/17/2024	9:59:12 north gate	Card Found
8/17/2024	7:44:04 west gate	Card Found
8/17/2024	7:39:32 north gate	Card Found
8/16/2024	22:18:31 west gate	Card Found
8/16/2024	22:10:22 north gate	Card Found
8/16/2024	22:10:21 north gate	Card Found
8/16/2024	22:10:19 north gate	Card Found
8/16/2024	17:39:11 west gate	Card Found
8/16/2024	17:14:36 north gate	Card Found
8/16/2024	17:01:51 north gate	Card Found
8/16/2024	14:54:49 west gate	Card Found
8/16/2024	14:54:48 west gate	Card Found
8/16/2024	14:40:54 north gate	Card Found
8/16/2024	14:40:53 north gate	Card Found
8/16/2024	14:40:51 north gate	Card Found
8/16/2024	14:40:02 north gate	Card Found
8/16/2024	14:40:01 north gate	Card Found
8/16/2024	14:31:58 north gate	Card Found
8/16/2024	14:24:25 north gate	Card Found
8/16/2024	14:11:54 north gate	Card Found
8/16/2024	13:58:19 north gate	Card Found
8/16/2024	13:47:55 north gate	Card Found
8/16/2024	13:37:29 north gate	Card Found
8/16/2024	12:02:14 north gate	VIP Card Found
8/16/2024	12:02:13 north gate	VIP Card Found
8/16/2024	11:54:41 north gate	VIP Card Found
8/16/2024	11:35:25 west gate	Card Found
8/16/2024	11:30:00 north gate	Card Found
8/16/2024	11:29:58 north gate	Card Found
8/16/2024	11:29:57 north gate	Card Found
8/16/2024	11:04:12 north gate	Card Found
8/16/2024	10:48:54 north gate	Card Found
8/16/2024	10:48:53 north gate	Card Found
8/16/2024	10:46:09 north gate	Card Found
8/16/2024	10:20:12 west gate	Card Found
8/16/2024	10:13:28 north gate	Card Found
8/16/2024	10:12:46 north gate	Card Found

8/16/2024	10:08:48	north gate	Card Found	
8/16/2024	10:08:47	north gate	Card Found	
8/16/2024	10:08:46	north gate	Card Found	
8/16/2024	10:08:44	north gate	Card Found	
8/16/2024	9:24:59	north gate	Card Found	
8/16/2024	9:03:02	north gate	Card Found	
8/16/2024	8:07:47	north gate	Card Found	
8/15/2024	21:16:23	west gate	Card Found	
8/15/2024	21:16:21	west gate	Card Found	
8/15/2024	20:50:38	north gate	Card Found	
8/15/2024	20:50:37	north gate	Card Found	
8/15/2024	16:02:07	west gate	Card Found	1
8/15/2024	15:21:09	west gate	Card Found	
8/15/2024	15:17:01	north gate	Card Found	
8/15/2024	14:57:15	north gate	Card Found	
8/15/2024	13:18:20	west gate	Card Found	
8/15/2024	13:09:11	north gate	Card Found	
8/15/2024	11:25:42	north gate	Card Found	
8/15/2024	11:12:12	north gate	Card Found	
8/15/2024	10:13:22	north gate	Card Found	
8/15/2024	9:35:37	north gate	Card Found	
8/15/2024	9:35:36	north gate	Card Found	
8/15/2024	9:34:05	north gate	Card Found	
8/15/2024	9:23:28	north gate	Card Found	
8/15/2024	9:23:27	north gate	Card Found	
8/15/2024	6:21:15	west gate	VIP Card Found	
8/15/2024	6:18:50	north gate	VIP Card Found	
8/14/2024	17:34:12	west gate	Card Found	5
8/14/2024	17:34:11	west gate	Card Found	
8/14/2024	17:34:10	west gate	Card Found	
8/14/2024	17:32:13	north gate	Card Found	
8/14/2024	17:32:12	north gate	Card Found	
8/14/2024	16:47:20	west gate	Card Found	6
8/14/2024	16:42:31	north gate	Card Found	
8/14/2024	16:23:13	north gate	Card Found	
8/14/2024	16:04:06	west gate	VIP Card Found	
8/14/2024	16:02:53	north gate	VIP Card Found	
8/14/2024	16:01:49	west gate	VIP Card Found	
8/14/2024	15:58:57	north gate	VIP Card Found	7

8/14/2024	15:58:56	north gate	VIP Card Found	
8/14/2024	15:55:52	west gate	Card Found	
8/14/2024	15:55:50	west gate	Card Found	
8/14/2024	15:47:36	north gate	Card Found	
8/14/2024	15:34:08	north gate	Card Found	
8/14/2024	15:32:02	west gate	Card Found	
8/14/2024	15:15:42	north gate	Card Found	
8/14/2024	13:03:27	west gate	Card Found	
8/14/2024	12:59:19	north gate	Card Found	
8/14/2024	12:44:30	west gate	Card Found	
8/14/2024	12:41:33	north gate	Card Found	
8/14/2024	12:28:25	north gate	Card Found	
8/14/2024	12:09:29	north gate	Card Found	
8/14/2024	10:06:15	west gate	Card Found	
8/14/2024	9:39:52	west gate	Card Found	
8/14/2024	9:33:53	north gate	Card Found	
8/14/2024	9:32:39	west gate	Card Found	
8/14/2024	9:28:56	north gate	Card Found	
8/14/2024	9:14:18	north gate	Card Found	
8/14/2024	9:05:48	north gate	Card Found	
8/14/2024	9:03:16	west gate	Card Found	
8/14/2024	9:03:14	west gate	Card Found	
8/14/2024	9:02:00	north gate	Card Found	
8/14/2024	9:00:55	north gate	Card Found	
8/14/2024	9:00:54	north gate	Card Found	
8/14/2024	8:48:24	north gate	Card Found	
8/14/2024	8:08:57	north gate	Card Found	
8/13/2024	19:05:18	west gate	Card Found	
8/13/2024	18:53:47	north gate	Card Found	
8/13/2024	17:41:47	west gate	Card Found	3
8/13/2024	17:08:38	north gate	Card Found	
8/13/2024	17:01:19	west gate	Card Found	
8/13/2024	16:55:56	north gate	Card Found	7
8/13/2024	16:36:06	west gate	Card Found	
8/13/2024	16:27:54	north gate	Card Found	
8/13/2024	16:21:55	north gate	Card Found	
8/13/2024	16:21:53	north gate	Card Found	
8/13/2024	16:17:35	north gate	Card Found	
8/13/2024	16:17:32	north gate	Card Found	

8/13/2024	15:01:08	north gate	Card Found
8/13/2024	15:01:07	north gate	Card Found
8/13/2024	14:55:01	west gate	Card Found
8/13/2024	14:55:00	west gate	Card Found
8/13/2024	14:48:07	north gate	Card Found
8/13/2024	14:38:55	north gate	Card Found
8/13/2024	14:38:54	north gate	Card Found
8/13/2024	14:02:09	north gate	Card Found
8/13/2024	13:36:46	north gate	Card Found
8/13/2024	13:35:27	north gate	Card Found
8/13/2024	13:14:02	west gate	Card Found
8/13/2024	12:47:46	west gate	Card Found
8/13/2024	12:47:45	west gate	Card Found
8/13/2024	12:47:44	west gate	Card Found
8/13/2024	12:42:55	north gate	Card Found
8/13/2024	12:39:27	north gate	Card Found
8/13/2024	12:16:12	north gate	Card Found
8/13/2024	9:31:29	west gate	VIP Card Found
8/13/2024	9:28:11	north gate	VIP Card Found
8/13/2024	9:28:10	north gate	VIP Card Found
8/13/2024	8:48:00	west gate	Card Found
8/13/2024	8:46:12	west gate	Card Found
8/13/2024	8:15:21	north gate	Card Found
8/13/2024	8:11:36	north gate	Card Found
8/13/2024	6:47:28	west gate	Card Found
8/13/2024	6:42:09	north gate	Card Found
8/12/2024	13:56:51	north gate	Card Found
8/12/2024	13:56:50	north gate	Card Found
8/12/2024	13:54:45	north gate	VIP Card Found
8/12/2024	13:47:24	north gate	Card Found
8/12/2024	13:47:22	north gate	Card Found
8/12/2024	13:34:51	north gate	VIP Card Found
8/12/2024	13:00:38	west gate	Card Found
8/12/2024	13:00:37	west gate	Card Found
8/12/2024	12:45:46	north gate	Card Found
8/12/2024	12:45:45	north gate	Card Found
8/12/2024	12:03:44	west gate	VIP Card Found
8/12/2024	11:56:32	north gate	VIP Card Found
8/12/2024	11:54:22	west gate	Card Found

8/12/2024	11:46:35	north gate	Card Found
8/12/2024	11:46:34	north gate	Card Found
8/12/2024	11:06:13	west gate	Card Found
8/12/2024	10:56:12	north gate	Card Found
8/12/2024	6:08:49	west gate	VIP Card Found
8/12/2024	6:05:50	west gate	Card Found
8/12/2024	6:05:34	north gate	VIP Card Found
8/12/2024	6:03:20	north gate	Card Found
8/11/2024	19:42:40	north gate	Card Found
8/11/2024	19:38:00	north gate	Card Found
8/11/2024	16:38:24	west gate	VIP Card Found
8/11/2024	16:18:15	north gate	VIP Card Found
8/11/2024	16:18:14	north gate	VIP Card Found
8/11/2024	13:40:06	west gate	Card Found
8/11/2024	13:37:28	north gate	Card Found
8/11/2024	10:22:33	west gate	Card Found
8/11/2024	10:22:32	west gate	Card Found
8/11/2024	10:19:24	west gate	VIP Card Found
8/11/2024	10:16:43	north gate	VIP Card Found
8/11/2024	10:08:14	north gate	Card Found
8/11/2024	10:08:14	north gate	Card Found
8/11/2024	10:00:00	north gate	Card Found
8/11/2024	8:06:14	west gate	Card Found
8/11/2024	8:02:09	west gate	Card Found
8/11/2024	7:55:01	north gate	Card Found
8/11/2024	7:54:59	north gate	Card Found
8/11/2024	7:53:09	north gate	Card Found
8/10/2024	16:27:17	west gate	Card Found
8/10/2024	16:23:48	north gate	Card Found
8/10/2024	16:02:48	west gate	VIP Card Found
8/10/2024	15:58:33	north gate	VIP Card Found
8/10/2024	14:17:51	west gate	Card Found
8/10/2024	13:44:12	north gate	Card Found
8/10/2024	9:17:06	north gate	Card Found
8/10/2024	9:17:05	north gate	Card Found
8/10/2024	8:21:54	north gate	Card Found
8/10/2024	8:21:53	north gate	Card Found
8/10/2024	7:53:04	west gate	Card Found
8/10/2024	7:49:43	north gate	Card Found

8/9/2024	21:50:14 west gate	Card Found	2
8/9/2024	21:47:34 north gate	Card Found	
8/9/2024	18:42:28 west gate	Card Found	3
8/9/2024	18:42:27 west gate	Card Found	
8/9/2024	18:38:42 north gate	Card Found	
8/9/2024	17:56:00 west gate	Card Found	3
8/9/2024	17:34:26 west gate	Card Found	
8/9/2024	17:23:34 north gate	Card Found	
8/9/2024	15:18:42 west gate	Card Found	7
8/9/2024	15:17:04 north gate	Card Found	
8/9/2024	15:17:03 north gate	Card Found	
8/9/2024	15:17:02 north gate	Card Found	
8/9/2024	15:00:38 north gate	Card Found	
8/9/2024	15:00:36 north gate	Card Found	
8/9/2024	15:00:35 north gate	Card Found	
8/9/2024	14:42:15 west gate	Card Found	2
8/9/2024	14:39:05 north gate	Card Found	
8/9/2024	12:51:51 west gate	Card Found	6
8/9/2024	12:37:07 west gate	Card Found	
8/9/2024	12:26:44 north gate	Card Found	
8/9/2024	12:26:43 north gate	Card Found	
8/9/2024	12:26:42 north gate	Card Found	
8/9/2024	12:24:18 north gate	Card Found	
8/9/2024	11:59:28 west gate	VIP Card Found	
8/9/2024	11:47:49 north gate	VIP Card Found	
8/9/2024	11:47:47 north gate	VIP Card Found	
8/9/2024	11:12:02 west gate	Card Found	
8/9/2024	9:54:39 north gate	Card Found	
8/9/2024	9:54:38 north gate	Card Found	
8/9/2024	9:54:37 north gate	Card Found	
8/9/2024	9:29:46 north gate	VIP Card Found	
8/9/2024	9:29:45 north gate	VIP Card Found	
8/9/2024	9:21:19 west gate	Card Found	
8/9/2024	9:13:57 north gate	VIP Card Found	
8/9/2024	7:50:32 west gate	Card Found	
8/9/2024	7:41:03 north gate	Card Found	
8/9/2024	6:23:40 west gate	VIP Card Found	
8/9/2024	6:04:32 north gate	VIP Card Found	
8/9/2024	5:48:08 north gate	Card Found	

8/8/2024	17:44:43	west gate	Card Found	
8/8/2024	17:43:19	north gate	Card Found	
8/8/2024	17:35:43	north gate	Card Found	
8/8/2024	17:34:38	west gate	Card Found	
8/8/2024	17:34:37	west gate	Card Found	
8/8/2024	16:53:57	north gate	Card Found	8
8/8/2024	16:47:11	north gate	Card Found	
8/8/2024	16:35:30	north gate	Card Found	
8/8/2024	16:35:27	north gate	Card Found	
8/8/2024	16:17:02	north gate	Card Found	
8/8/2024	16:16:59	north gate	Card Found	
8/8/2024	16:06:55	west gate	Card Found	
8/8/2024	16:00:04	north gate	Card Found	
8/8/2024	15:58:24	west gate	Card Found	7
8/8/2024	15:42:42	north gate	Card Found	
8/8/2024	15:42:41	north gate	Card Found	
8/8/2024	15:21:52	north gate	Card Found	
8/8/2024	15:21:04	north gate	Card Found	
8/8/2024	15:21:03	north gate	Card Found	
8/8/2024	15:21:02	north gate	Card Found	
8/8/2024	13:44:49	west gate	VIP Card Found	4
8/8/2024	13:39:18	north gate	VIP Card Found	
8/8/2024	13:23:12	north gate	Card Found	
8/8/2024	13:22:02	west gate	Card Found	
8/8/2024	13:22:01	west gate	Card Found	
8/8/2024	12:31:29	west gate	Card Found	4
8/8/2024	12:22:32	north gate	Card Found	
8/8/2024	12:22:31	north gate	Card Found	
8/8/2024	12:22:29	north gate	Card Found	
8/8/2024	11:57:22	north gate	Card Found	1
8/8/2024	7:53:37	west gate	Card Found	2
8/8/2024	7:49:52	north gate	Card Found	
8/7/2024	16:29:11	west gate	Card Found	7
8/7/2024	16:25:10	north gate	Card Found	
8/7/2024	16:25:09	north gate	Card Found	
8/7/2024	16:25:07	north gate	Card Found	
8/7/2024	16:24:39	west gate	Card Found	
8/7/2024	16:22:02	north gate	Card Found	
8/7/2024	16:17:49	north gate	Card Found	

8/7/2024	13:36:08	west gate	Card Found	
8/7/2024	13:26:53	north gate	Card Found	
8/7/2024	12:57:59	west gate	Card Found	
8/7/2024	12:51:58	north gate	Card Found	
8/7/2024	10:21:08	west gate	Card Found	
8/7/2024	10:08:01	north gate	Card Found	
8/6/2024	17:52:22	north gate	Card Found	10
8/6/2024	17:52:20	north gate	Card Found	
8/6/2024	17:52:19	north gate	Card Found	
8/6/2024	17:50:57	north gate	Card Found	
8/6/2024	17:50:56	north gate	Card Found	
8/6/2024	17:34:26	west gate	Card Found	
8/6/2024	17:24:26	north gate	Card Found	
8/6/2024	17:21:32	west gate	Card Found	
8/6/2024	17:11:28	north gate	Card Found	
8/6/2024	17:11:26	north gate	Card Found	
8/6/2024	16:44:42	north gate	Card Found	7
8/6/2024	16:17:39	west gate	VIP Card Found	
8/6/2024	16:15:26	north gate	VIP Card Found	
8/6/2024	16:15:25	north gate	VIP Card Found	
8/6/2024	16:14:38	north gate	Card Found	
8/6/2024	16:11:19	north gate	Card Found	
8/6/2024	16:11:17	north gate	Card Found	
8/6/2024	13:49:09	west gate	Card Found	
8/6/2024	12:52:56	west gate	Card Found	
8/6/2024	12:46:59	north gate	VIP Card Found	
8/6/2024	12:46:58	north gate	VIP Card Found	
8/6/2024	12:33:07	north gate	Card Found	
8/6/2024	11:40:14	west gate	Card Found	
8/6/2024	11:35:54	north gate	Card Found	
8/6/2024	11:26:32	west gate	Card Found	
8/6/2024	11:21:05	west gate	Card Found	
8/6/2024	11:18:16	north gate	Card Found	
8/6/2024	11:00:51	north gate	Card Found	
8/6/2024	11:00:50	north gate	Card Found	
8/6/2024	10:12:32	north gate	Card Found	
8/6/2024	10:12:31	north gate	Card Found	
8/5/2024	15:48:44	west gate	VIP Card Found	2
8/5/2024	15:25:26	north gate	VIP Card Found	

8/5/2024	14:22:55	north gate	Card Found
8/5/2024	14:22:54	north gate	Card Found
8/5/2024	13:36:00	west gate	Card Found
8/5/2024	13:35:58	west gate	Card Found
8/5/2024	13:07:48	west gate	Card Found
8/5/2024	13:06:08	north gate	Card Found
8/5/2024	13:06:05	north gate	Card Found
8/5/2024	12:50:58	west gate	Card Found
8/5/2024	12:42:44	north gate	Card Found
8/5/2024	12:31:39	north gate	Card Found
8/5/2024	10:45:49	north gate	Card Found
8/5/2024	10:35:07	north gate	Card Found
8/5/2024	10:35:05	north gate	Card Found
8/5/2024	10:31:39	north gate	Card Found
8/5/2024	10:31:38	north gate	Card Found
8/5/2024	6:40:30	west gate	Card Found
8/5/2024	6:30:48	north gate	Card Found
8/5/2024	6:00:50	west gate	Card Found
8/5/2024	5:58:39	north gate	Card Found
8/5/2024	5:39:49	west gate	VIP Card Found
8/5/2024	5:34:44	north gate	VIP Card Found
8/4/2024	18:26:21	west gate	Card Found
8/4/2024	18:20:07	north gate	Card Found
8/4/2024	17:20:56	west gate	Card Found
8/4/2024	17:20:55	west gate	Card Found
8/4/2024	17:15:26	north gate	Card Found
8/4/2024	17:15:25	north gate	Card Found
8/4/2024	17:15:23	north gate	Card Found
8/4/2024	16:30:55	west gate	Card Found
8/4/2024	16:26:53	north gate	Card Found
8/4/2024	15:31:32	north gate	VIP Card Found
8/4/2024	15:19:49	north gate	VIP Card Found
8/4/2024	15:18:02	west gate	Card Found
8/4/2024	15:12:39	north gate	Card Found
8/4/2024	14:57:28	west gate	Card Found
8/4/2024	14:54:11	north gate	VIP Card Found
8/4/2024	14:52:12	north gate	Card Found
8/4/2024	14:12:08	north gate	Card Found
8/4/2024	14:12:07	north gate	Card Found

8/4/2024	13:44:11 west gate	Card Found
8/4/2024	13:42:22 west gate	Card Found
8/4/2024	13:38:18 north gate	Card Found
8/4/2024	13:36:49 north gate	Card Found
8/4/2024	13:34:29 north gate	Card Found
8/4/2024	13:34:28 north gate	Card Found
8/4/2024	12:50:51 north gate	VIP Card Found
8/4/2024	11:29:17 north gate	Card Found
8/4/2024	10:47:15 north gate	Card Found
8/4/2024	10:38:38 north gate	Card Found
8/4/2024	10:32:02 north gate	Card Found
8/4/2024	10:13:25 west gate	Card Found
8/4/2024	10:07:26 north gate	Card Found
8/4/2024	10:06:34 west gate	Card Found
8/4/2024	9:56:26 north gate	Card Found
8/4/2024	9:41:15 north gate	Card Found
8/4/2024	9:39:48 north gate	Card Found
8/4/2024	9:25:23 north gate	Card Found
8/4/2024	9:15:52 north gate	Card Found
8/3/2024	18:39:26 west gate	Card Found
8/3/2024	18:36:53 north gate	Card Found
8/3/2024	18:36:52 north gate	Card Found
8/3/2024	16:24:54 north gate	Card Found
8/3/2024	16:19:54 north gate	Card Found
8/3/2024	16:14:44 west gate	VIP Card Found
8/3/2024	15:37:46 west gate	Card Found
8/3/2024	15:35:23 north gate	Card Found
8/3/2024	15:33:10 west gate	Card Found
8/3/2024	15:30:09 north gate	Card Found
8/3/2024	15:30:07 north gate	Card Found
8/3/2024	15:30:06 north gate	Card Found
8/3/2024	14:53:51 west gate	Card Found
8/3/2024	14:53:50 west gate	Card Found
8/3/2024	14:47:49 north gate	VIP Card Found
8/3/2024	14:41:36 north gate	Card Found
8/3/2024	14:12:16 west gate	Card Found
8/3/2024	14:03:50 north gate	Card Found
8/3/2024	13:51:55 west gate	Card Found
8/3/2024	13:41:21 west gate	VIP Card Found

8/3/2024	13:12:40 west gate	Card Found
8/3/2024	13:09:18 north gate	Card Found
8/3/2024	12:37:37 north gate	Card Found
8/3/2024	11:54:38 west gate	Card Found
8/3/2024	11:54:37 west gate	Card Found
8/3/2024	11:16:02 north gate	VIP Card Found
8/3/2024	11:14:47 north gate	Card Found
8/3/2024	11:14:46 north gate	Card Found
8/3/2024	10:52:16 north gate	Card Found
8/3/2024	10:52:14 north gate	Card Found
8/3/2024	10:52:13 north gate	Card Found
8/3/2024	10:43:18 north gate	Card Found
8/3/2024	10:43:16 north gate	Card Found
8/3/2024	10:36:03 north gate	VIP Card Found
8/3/2024	10:36:02 north gate	VIP Card Found
8/3/2024	10:33:43 west gate	Card Found
8/3/2024	10:31:56 north gate	VIP Card Found
8/3/2024	9:27:29 north gate	Card Found
8/2/2024	21:06:32 west gate	Card Found
8/2/2024	21:06:30 west gate	Card Found
8/2/2024	20:24:33 north gate	Card Found
8/2/2024	20:24:32 north gate	Card Found
8/2/2024	19:01:14 north gate	Card Found
8/2/2024	17:14:16 west gate	Card Found
8/2/2024	17:08:45 north gate	Card Found
8/2/2024	17:05:15 north gate	Card Found
8/2/2024	17:05:14 north gate	Card Found
8/2/2024	16:37:43 north gate	Card Found
8/2/2024	16:37:42 north gate	Card Found
8/2/2024	15:25:59 north gate	Card Found
8/2/2024	14:35:36 west gate	Card Found
8/2/2024	14:26:21 north gate	Card Found
8/2/2024	13:48:32 west gate	Card Found
8/2/2024	12:59:09 west gate	VIP Card Found
8/2/2024	12:53:12 north gate	VIP Card Found
8/2/2024	12:53:11 north gate	VIP Card Found
8/2/2024	11:45:44 west gate	Card Found
8/2/2024	11:45:43 west gate	Card Found
8/2/2024	11:37:01 north gate	Card Found

8/2/2024	11:36:07 north gate	Card Found
8/2/2024	11:26:08 north gate	Card Found
8/2/2024	11:26:07 north gate	Card Found
8/2/2024	11:24:19 north gate	Card Found
8/2/2024	11:03:33 north gate	VIP Card Found
8/2/2024	10:46:36 north gate	VIP Card Found
8/2/2024	10:08:56 north gate	Card Found
8/2/2024	10:08:54 north gate	Card Found
8/2/2024	9:59:38 north gate	Card Found
8/2/2024	9:59:37 north gate	Card Found
8/2/2024	9:59:36 north gate	Card Found
8/2/2024	9:54:38 north gate	Card Found
8/2/2024	9:54:36 north gate	Card Found
8/2/2024	9:39:58 west gate	Card Found
8/2/2024	9:36:58 west gate	Card Found
8/2/2024	9:35:59 north gate	Card Found
8/2/2024	9:33:45 west gate	Card Found
8/2/2024	9:31:44 north gate	Card Found
8/2/2024	9:16:53 west gate	Card Found
8/2/2024	9:14:48 north gate	Card Found
8/2/2024	9:07:09 north gate	Card Found
8/2/2024	9:02:35 north gate	Card Found
8/2/2024	8:50:50 north gate	Card Found
8/2/2024	8:50:48 north gate	Card Found
8/1/2024	20:13:51 west gate	Card Found
8/1/2024	19:59:50 north gate	Card Found
8/1/2024	18:38:01 west gate	Card Found
8/1/2024	17:04:34 north gate	Card Found
8/1/2024	15:27:50 north gate	Card Found
8/1/2024	15:23:52 north gate	Card Found
8/1/2024	15:08:32 west gate	Card Found
8/1/2024	15:05:53 north gate	Card Found
8/1/2024	15:01:26 north gate	Card Found
8/1/2024	15:01:23 north gate	Card Found
8/1/2024	14:53:10 west gate	Card Found
8/1/2024	14:36:51 north gate	Card Found
8/1/2024	14:36:50 north gate	Card Found
8/1/2024	14:11:49 north gate	Card Found
8/1/2024	13:53:50 north gate	Card Found

8/1/2024	13:41:06 north gate	Card Found
8/1/2024	13:41:05 north gate	Card Found
8/1/2024	12:47:09 north gate	Card Found
8/1/2024	12:35:37 north gate	Card Found
8/1/2024	12:24:32 west gate	VIP Card Found
8/1/2024	12:15:45 north gate	Card Found
8/1/2024	12:15:44 north gate	Card Found
8/1/2024	12:04:56 north gate	VIP Card Found
8/1/2024	12:04:55 north gate	VIP Card Found
8/1/2024	11:39:34 north gate	Card Found
8/1/2024	11:34:41 north gate	Card Found
8/1/2024	10:58:32 west gate	Card Found
8/1/2024	10:10:33 north gate	Card Found
8/1/2024	10:10:32 north gate	Card Found
8/1/2024	9:56:49 north gate	Card Found
8/1/2024	9:56:47 north gate	Card Found
8/1/2024	9:56:46 north gate	Card Found
8/1/2024	9:14:46 west gate	Card Found
8/1/2024	9:14:37 north gate	Card Found
8/1/2024	9:12:32 north gate	Card Found
8/1/2024	9:07:44 north gate	Card Found

Rocky Mountain Storage Unit Denial Appeal

CUP Case No. SUB 25-019

Presentation to Valley County Commissioners



Grounds for Appeal: Procedural Error & Statutory Non-Compliance

Failure to Issue Written Findings of Fact and Conclusions of Law (LLUPA § 67-6535)

The Legal Requirement:

- Under the Idaho Local Land Use Planning Act (LLUPA) and Valley County Code, every final decision to approve or deny a permit **must** be accompanied by a reasoned statement in writing.
- This document must explain the specific criteria and facts used to reach the decision.

The Procedural Breach:

- The Planning and Zoning Commission reached a verbal consensus/vote to deny the CUP.
- To date, no Written Findings of Fact or Conclusions of Law have been issued or served to the applicant.

Impact of the Omission:

- Lack of Transparency: Without a written record, the applicant cannot identify which specific county standards (e.g., compatibility, infrastructure) were allegedly not met.
- Prejudice to Appeal: An applicant cannot effectively argue against a "silent" denial, depriving them of due process.

Scenic Byway Concerns Addressed

- Low-profile structures
- Neutral design
- Landscaping buffers
- Limited lighting/signage

Result: Minimal visibility from roadway



Consistency with Recent Approvals

- Stor-It McCall - approved
- Paradigm Storage - approved

Both recognized as low-impact uses





Traffic Impact on Highway 55

- Low trip generation
- Infrequent visits
- No peak-hour congestion

Traffic impact is negligible

































Storage Purposes

- Personal
- Business

Prohibited Uses

- Retail or Wholesale Outlet
- Manufacture or Assembly
- Repair Activity
- Noxious Activity
- Storage of Hazardous Substances
- Residential Use
- RV Dump
- Animals

Vehicle Parking

- No long-term parking outside of unit, this includes vehicle, trailer, boat, or RV

Conclusion

- Scenic impacts minimized
- No highway impact
- Consistent with County precedent

Project meets all approval criteria and should be approved