

April 22, 2026

Ryan & Heidi Schneider
291 Ashton Lane
McCall, ID 83638

Valley County Planning and Zoning
Attn: Cynda Herrick
219 North Main Street
PO Box 1350
Cascade, ID 83611

Dear Cynda,

Enclosed please find our Conditional Use Permit (CUP) application and associated materials. Upon review, we respectfully request that the application be scheduled for the Valley County Planning and Zoning agenda on June 11, 2026.

Project Description:

The proposed project consists of leasing approximately 2 acres of a 5.88-acre improved parcel to a propane distribution company for the purpose of propane tank storage and operation of a bobtail delivery truck for local service. The site will be used for tank storage and the filling of a single bobtail truck, which will be dispatched for delivery routes.

The site was originally planned as a separate parcel within Saddle Rock – Phase 4 and has historically been used for equipment and material storage during the build-out of the Saddle Rock subdivision. When it was determined that the area needed to remain dedicated to construction support, the parcel was removed from the Phase 4 final plat. This adjustment occurred after site grading and stormwater management improvements had already been completed. As a result, the site is currently graded and hard surfaced.

Operations under the CUP are expected to be low intensity, with one primary vehicle accessing the site to park, load the bobtail truck, depart for deliveries, and return. The operator will then leave the site in a personal vehicle. Proposed hours of operation are Monday through Friday, 8:00 a.m. to 5:00 p.m. Refilling of the on-site tank is anticipated approximately once every 8 to 10 weeks. Traffic impacts are expected to be minimal, limited primarily to a single delivery vehicle and periodic fuel deliveries.

The site will be developed in compliance with all applicable safety standards. All storage, handling, and operational procedures will meet requirements established by Cascade Fire, as coordinated with Fire Marshal Steven Hull, as well as all applicable state and local regulations.

Of the total 5.88-acre parcel, approximately 2 acres are included in this CUP request for propane storage. The remaining 3.88 acres will continue to be used for personal purposes and are not part of, nor subject to, this application. A future shop for equipment storage may be constructed on the retained portion of the property but is not included in this CUP application. Any such structure will be permitted separately through the applicable building permit process.

Please let us know if you need any additional information. We appreciate your time and consideration.

Regards,

Ryan & Heidi Schneider

Valley County Planning and Zoning

PO Box 1350 • 700 South Main Street
Cascade, ID 83611-1350



Phone: 208-382-7115
Email: cherrick@valleycountyid.gov

DISCLAIMER

Pre-application meetings with Valley County Staff are required prior to submitting an application.

Please note that information provided in a pre-application meeting or over the phone does not guarantee approval by either the Planning and Zoning Commission nor the Valley County Board of Commissioners. Planning and Zoning staff cannot give you legal advice. You should seek the advice of an attorney if you have specific legal questions regarding the sufficiency of your application.

Sincerely,

A handwritten signature in black ink, appearing to read "Cynda Herrick".

Cynda Herrick, AICP, CFM
Planning and Zoning Director

Valley County Code:

9-5H-1: PREAPPLICATION CONFERENCE:

- A. Conference Required: Prior to the formal filing of an application, the applicant shall confer with the administrator or staff to obtain proper forms, information, and guidance.
- B. Familiarity With Standards, Goals And Objectives: The applicant shall familiarize himself with the standards of this title, the goals and objectives of the comprehensive plan, and review procedure and submittal requirements, which will affect the proposal.
- C. Meeting At Site Or Other Investigations: The preapplication conference may include a meeting at the proposed site and other investigations deemed necessary by the administrator or staff.

Conditional Use Permit Process

- ☐ **Pre-Application Conference with PZ Director Required – 208-382-7115.**
- ☐ **Contact Road & Bridge Director for pre-application appointment – 208-382-7195.**
- ☐ **Submit Application:** Deadline is 45 days prior to a PZ Commission meeting. Public Hearings are typically held on the 2nd Thursday of every month, starting at 6:00 p.m.
- ☐ **Staff will review, place on agenda, and notice.**
- ☐ **PZ Staff prepares a Staff Report.**
- ☐ **Public Hearing:**
 - Staff Report to Commissioners, Exhibits, and Questions for Staff
 - Presentation by Applicant
 - Testimony of Proponents.
 - Testimony of Undecided
 - Testimony of Opponents
 - Rebuttal by the Applicant
 - If new information is provided, must reopen for other testimony.
 - The public hearing is closed for Commissioner deliberation
 - Commissions approve a motion or table to a future date for more information.
 - There is a 10-day appeal period to the Board of County Commissioners in accordance with Valley County Code 9-5H-12.

Valley County Planning and Zoning Department

700 S. Main ST
PO Box 1350
Cascade, ID 83611
www.co.valley.id.us
cherrick@valleycountyid.gov
208-382-7115



Conditional Use Permit Application

TO BE COMPLETED BY THE PLANNING AND ZONING DEPARTMENT		☐ Check # _____ or ☐ Cash or ☒ Card
FILE # <u>CUP 26-012</u>		FEE \$ <u>250 -</u> <u>5/12/2026 pd</u>
ACCEPTED BY _____		DEPOSIT _____
CROSS REFERENCE FILE(S): _____		DATE <u>4/27/2026</u>
PROPOSED USE: <u>Commercial Lease Space</u>		

When an application has been submitted, it will be reviewed in order to determine compliance with application requirements.
A hearing date will be scheduled only after an application has been accepted as complete or if applicant requests the hearing in writing.

Applicant's Signature: Ryan Schneider Date: 4/22/2026

The following must be completed and submitted with the conditional use permit application:

- ☒ A **detailed project description** disclosing the purpose, strategy, and time frame of construction. Include a phasing plan if appropriate. Address fire mitigation, utilities, fencing, access, emissions, dust, noise, and outside storage.
- ☒ A **plot plan**, drawn to scale, showing the boundaries, dimensions, area of lot, existing and proposed utilities, streets, easements, parking, setbacks, and buildings.
- ☒ A **landscaping plan**, drawn to scale, showing elements such as trees, shrubs, ground covers, and vines. Include a plant list indicating the size, quantity, location and name (both botanical and common) of all plant material to be used.
- ☒ A **site grading plan** clearly showing the existing site topography and detailing the best management practices for surface water management, siltation, sedimentation, and blowing of dirt and debris caused by grading, excavation, open cuts, side slopes, and other site preparation and development.
- ☒ A **lighting plan**.
- ☒ **Names and addresses of property owners within 300 feet of the property lines.** Information can be obtained through the GIS Portal at www.co.valley.id.us. Only one copy of this list is required.
- ☒ **Three (3) copies** of the application, project description, plot plan, landscaping plan, grading plan, and impact report are required.
- ☒ **A Development Agreement may be required.** Possible road mitigation should be discussed with the Valley County Road and Bridge Director, 208-382-7195.

We recommend you review the Valley County Code online at www.co.valley.id.us
or at the Planning & Zoning Office at 219 North Main Street, Cascade, Idaho

Subject to Idaho Statute Title 55 Chapter 22 Underground Facilities Damage Prevention.

Date of Pre-Application Meeting with Staff: 04/21/2026

Staff Name(s): Cynda Herrick

CONTACT INFORMATION

APPLICANT Ryan and Heidi Schneider

PHONE [REDACTED]

Owner ☒ Purchaser ☐ Lessee ☐ Renter ☐

MAILING ADDRESS 291 Ashton Lane, McCall ID

ZIP 83638

EMAIL [REDACTED]

PROPERTY OWNER Saddle Rock LLC.

MAILING ADDRESS 291 Ashton Lane, McCall ID

ZIP 83638

EMAIL [REDACTED]

AGENT / REPRESENTATIVE Heidi Schneider

PHONE [REDACTED]

MAILING ADDRESS 291 Ashton Lane, McCall ID

ZIP 83638

EMAIL [REDACTED]

CONTACT PERSON (if different from above) _____

MAILING ADDRESS _____ ZIP _____

EMAIL _____ PHONE _____

PROPERTY INFORMATION

ADDRESS OF SUBJECT PROPERTY TBD Challis Lane, Cascade ID 83611

PROPERTY DESCRIPTION (either lot, block & subdivision name or attach a recorded deed with a metes and bounds description.) _____

TAX PARCEL NUMBER(S) RP 12NO4E172646 (a portion of) **Remainder Parcel to Saddle Rock Phase 4

Quarter _____ Section _____ Township _____ Range _____

1. PROPOSED USE: Residential ☐ Civic or Community ☐ Commercial ☐ Industrial ☒

2. SIZE OF PROPERTY 5.88 Acres ☒ or Square Feet ☐

3. EXISTING LAND USES AND STRUCTURES ON THE PROPERTY ARE AS FOLLOWS:
Equipment storage, material storage.

4. ARE THERE ANY KNOWN HAZARDS ON OR NEAR THE PROPERTY (such as canals, hazardous material spills, and/or soil or water contamination)? If so, describe and give location: None.

5. ADJACENT PROPERTIES HAVE THE FOLLOWING BUILDING TYPES AND/OR USES:

North Un-sold residential (developed by applicant) Saddle Rock Phase 3

South Private Roadway and large residential parcel - 27 acres (developed by applicant)

East HWY 55

West Un-sold residential (developed by the applicant) Saddle Rock Phase 4

APPLICATION DETAILS

6. MAXIMUM PROPOSED STRUCTURE HEIGHT: NA

7. NON-RESIDENTIAL STRUCTURES OR ADDITIONS (If applicable):

Number of Proposed Structures: _____

Number of Existing Structures: 0

Proposed Gross Square Feet

Existing Gross Square Feet

1st Floor _____

1st Floor _____

2nd Floor _____

2nd Floor NA

Total _____

Total NA

8a. TYPE OF RESIDENTIAL USE (If applicable): Single family residence ☐ Multiple residences on one parcel ☐

8b. TYPE OF STRUCTURE: Stick-built ☒ Manufacture Home ☐ Mobile Home ☐ Tiny Home ☐ Other ☐ _____

8c. SQUARE FOOTAGE OF PROPOSED RESIDENTIAL STRUCTURES (If applicable): NA

SQUARE FOOTAGE OF EXISTING RESIDENTIAL STRUCTURES: NA

8d. DENSITY OF DWELLING UNITS PER ACRE: NA

9. SITE DESIGN:

Percentage of site devoted to building coverage: 0

Percentage of site devoted to landscaping: 10.93%

Percentage of site devoted to roads or driveways: .04%

Percentage of site devoted to other uses: 89.03, describe: Gravel Hard Surface

Total: 100%

10. PARKING (If applicable):

a. Handicapped spaces proposed: 0

Office Use Only

Handicapped spaces required: _____

b. Parking spaces proposed: 0

Parking spaces required: _____

c. Number of compact spaces proposed: 0

Number of compact spaces allowed: _____

d. Restricted parking spaces proposed: 0

e. Are you proposing off-site parking: None

11. SETBACKS:

BUILDING

Office Use Only

PARKING

Office Use Only

Proposed

Required

Proposed

Required

Front _____

220'

Rear _____

200'

Side _____

210'

Side Street _____

220'

12. NUMBER OF EXISTING ROADS: 1 Width: Challis Lane (built to County Spec)

Existing roads will be: Publicly maintained? ☐ Privately Maintained? ☒ or Combination of both? ☐

Existing road construction: Gravel ☒ Paved ☐ or Combination of both? ☐

13. NUMBER OF PROPOSED ROADS: 0 Proposed width: NA

Proposed roads: Publicly maintained? ☐ Privately Maintained? ☐ or Combination of both? ☐

Proposed road construction: Gravel ☐ Paved ☐ or Combination of both? ☐

Anticipated Trip Generation [Refer to ITE – Trip Generation Manual within Roads Policy Manual] _____

Primarily heavy truck traffic? Yes ☐ No ☒ Combination ☐

14. ARE SHARED DRIVEWAYS PROPOSED? If so, please explain why. Yes ☐ No ☒

15. EXISTING UTILITIES ON THE PROPERTY ARE AS FOLLOWS:

Power stubed to the parcel.

16. PROPOSED UTILITIES: None needed for CUP.

Proposed utility easement widths NA

Locations NA

17. SEWAGE WASTE DISPOSAL METHOD: Septic ☐ Central Sewage Treatment Facility ☐

Portable toilet.

Name: _____

18. POTABLE WATER SOURCE: Public ☐ Water Association ☐ Individual Well: ☐

If individual, has a test well been drilled? _____ Depth _____ Flow _____ Purity Verified? _____

Nearest adjacent well _____ Depth _____ Flow _____

No water needed.

19. DRAINAGE (Proposed method of on-site retention): See Saddle Rock, Phase 4 approved grading and drainage plans.

Any special drains? Attached Plans (Please attach map)

Soil type(s): 3' silty loam, 4' soft DG, 2' hard DG.

(Information can be obtained from the Natural Resource Conservation Service: websoilsurvey.nrcs.usda.gov)

Stormwater Prevention Management Plan will need approval from Valley County Engineer.

There will be no grading or drainage changes to the current site. Grading and drainage plans already approved.

20. IS ANY PORTION OF THE PROPERTY LOCATED IN A FLOODWAY OR 100-YR FLOODPLAIN?

(Information can be obtained from the Planning & Zoning Office) Yes ☐ No ☒

21. DOES ANY PORTION OF THIS PARCEL HAVE SLOPES IN EXCESS OF 15%? Yes ☒ No ☐

22. ARE THERE WETLANDS LOCATED ON ANY PORTION OF THE PROPERTY? Yes ☐ No ☒

23. IS ANY PORTION LOCATED WITHIN 150-FT OF ANY LAKE, POND, RIVER, OR YEAR-ROUND FLOWING CREEK OR STREAM? THIS IS A RIPARIAN AREA AS DEFINED BY VCC 9-6-6.

Yes ☐ No ☒

24. IS THERE ANY SITE GRADING OR PREPARATION PROPOSED? Yes ☐ No ☒

If yes, explain:

Site is already to grade. Has been used as equipment storage and material storage for the build-out and maintenance of Saddle Rock Subdivision.

25a. ARE THERE ANY EXISTING IRRIGATION SYSTEMS? Yes ☐ No ☒

Are you proposing any alterations, improvements, extensions or new construction? Yes ☒ No ☐

If yes, explain: 50x50 sq ft shop

25b. COMPLETE ATTACHED PLAN FOR IRRIGATION if you have water rights and are in an irrigation district. Submit letter from Irrigation District, if applicable.

26. COMPLETE ATTACHED WEED CONTROL AGREEMENT

27. COMPLETE ATTACHED IMPACT REPORT

Irrigation Plan

(Idaho Code 31-3805)

This land: ☐ Has water rights available to it
☒ Is dry and has no water rights available to it.

Idaho Code 31-3805 states that when all or part of a subdivision is "located within the boundaries of an existing irrigation district or canal company, ditch association, or like irrigation water deliver entity ... **no subdivision plat or amendment to a subdivision plat or any other plat or map recognized by the city or county for the division of land will be accepted, approved, and recorded unless:**"

- A. The appropriate water rights and assessment of those water rights have been transferred from said lands or excluded from an irrigation entity by the owner; or
- B. The owner filing the subdivision plat or amendment to a subdivision plat or map has provided for the division of land of underground tile or conduit for lots of one acre or less or a suitable system for lots of more than one acre which will deliver water to those landowners within the subdivision who are also within the irrigation entity with the appropriate approvals:
 1. For proposed subdivisions located within an area of city impact, both city and county zoning authorities must approve such irrigation system.
 2. For proposed subdivisions outside of negotiated areas of city impact, the delivery system must be approved by the Planning and Zoning Commission and the Board of County Commissioners with the advice of the irrigation entity charged with the delivery of water to said lands (e.g., irrigation district).

To better understand your irrigation request, we need to ask you a few questions. Additional pages can be added. A list of the map requirements follows the short questionnaire. **Any missing information may result in the delay of your request before the Planning and Zoning Commission and ultimately the approval of your irrigation plan by the Board of County Commissioners as part of final plat approval.**

1. Are you within an area of negotiated City Impact? ☐ Yes ☐ No
2. What is the name of the irrigation district/company and drainage entities servicing the property?
Irrigation: _____
Drainage: _____
3. How many acres is the property being subdivided? _____
4. What percentage of this property has water? _____
5. How many inches of water are available to the property? _____
6. How is the land currently irrigated? ☐ surface ☐ sprinkler ☐ irrigation well
☐ above ground pipe ☐ underground pipe
7. How is the land to be irrigated after it is subdivided? ☐ surface ☐ sprinkler ☐ irrigation well
☐ above ground pipe ☐ underground pipe
8. Describe how the head gate/pump connects to the canal and irrigated land and where ditches &/or pipes go.

9. Is there an irrigation easement(s) on the property? ☐ Yes ☐ No

10. How do you plan to retain storm and excess water on each lot? _____

11. How do you plan to process this storm water and/or excess irrigation water prior to it entering the established drainage system? (i.e. oil, grease, contaminated aggregates)

Irrigation Plan Map Requirements

The irrigation plan **must be on a scalable map** and show all of the irrigation system including all supply and drainage structures and easements. Please include the following information on your map:

- ☐ All canals, ditches, and laterals with their respective names.
- ☐ Head gate location and/or point of delivery of water to the property by the irrigation entity.
- ☐ Pipe location and sizes, if any
- ☐ Rise locations and types, if any.
- ☐ Easements of all private ditches that supply adjacent properties (i.e. supply ditches and drainage ways).
- ☐ Slope of the property in various locations.
- ☐ Direction of water flow (use short arrows on your map to indicate water flow direction →).
- ☐ Direction of wastewater flow (use long arrows on your map to indicate wastewater direction →).
- ☐ Location of drainage ponds or swales, if any where wastewater will be retained on property
- ☐ Other information: _____

Also, provide the following documentation:

- ☐ Legal description of the property.
- ☐ Proof of ownership.
- ☐ A written response from the irrigation entity and/or proof of agency notification.
- ☐ Copy of any water users' association agreement which shows water schedules and maintenance responsibilities.
- ☐ Copy of all new easements ready for recording (irrigation supply and drainage).
- ☐ If you are in a city area of impact, please include a copy of the approvals by the city planning and zoning commission and city council of your irrigation plan.

=====Applicant Acknowledgement=====

I, the undersigned, agree that prior to the Planning and Zoning Department accepting this application, I am responsible to have all the required information and site plans.

I further acknowledge that the irrigation system, as approved by the Planning and Zoning Commission and ultimately the Board of County Commissioners, must be **bonded** and/or **installed** prior to the recording of the plat or building permit.

Signed: Ryan Schneider
Applicant

Date: 04 / 22 / 2026



VALLEY COUNTY

WEED CONTROL AGREEMENT

It shall be the duty and responsibility of all landowners to control noxious weeds on their land and property, in accordance with Idaho Statute 22-2407.

The purpose of this agreement is to establish a cooperative relationship between Valley County and the undersigned Cooperator to protect the natural and economic values in the Upper Payette River watershed from damages related to the invasion and expansion of infestations of noxious weeds and invasive plants. This is a cooperative effort to prevent, eradicate, contain and control noxious weeds and invasive plants on public and private lands in this area. Factors related to the spread of weeds are not related to ownership nor controllable at agency boundaries. This agreement formalizes the cooperative strategy for management of these weeds addressed in Valley County's Integrated Weed Management Plan.

In this continuing effort to control Noxious Weeds, Valley County Weed Control will consult with the undersigned Cooperator and outline weed identification techniques, present optional control methods and recommend proper land management practices.

The undersigned Cooperator acknowledges that he/she is aware of any potential or real noxious weed problems on his/her private property and agrees to control said weeds in a timely manner using proper land management principles.

Valley County Weed Department can be contacted at 208-382-7199.

By: Ryan Schnsider
Applicant

By: Valley County Weed Supervisor

Date: 04/22/2026

IMPACT REPORT (from Valley County Code 9-5-3-D)

You may add information to the blanks below or attach additional sheets.

❖ **An impact report shall be required for all proposed Conditional Uses.**

❖ **Thoroughly answer all questions. Mark N/A if the question is not applicable to your application.**

❖ **The impact report shall address potential environmental, economic, and social impacts and how these impacts are to be minimized as follows:**

1. Traffic volume, character, and patterns including adequacy of existing or proposed street width, surfacing, alignment, gradient, and traffic control features or devices, and maintenance. Contrast existing with the changes the proposal will bring during construction and after completion, build-out, or full occupancy of the proposed development. Include pedestrian, bicycle, auto, and truck traffic.

Parcel is accessed off of Challis Lane, a private road, built to county spec, off of HWY 55. No additional traffic will be created through the storage building as that has been existing for the last 5 years. 4 trips per days (in/out/in/out) is expected from the propane storage. Parcel was already approved as a portion of Phase 4 final plat but later removed from the final plat.

2. Provision for the mitigation of impacts on housing affordability.

NA

3. Noise and vibration levels that exist and compare to those that will be added during construction, normal activities, and special activities. Include indoor and outdoor, day and night variations.

No additional noise is expected. If anything there could be a reduction in noise with some equipment being stored inside.

4. Heat and glare that exist and that might be introduced from all possible sources such as autos in parking areas, outdoor lights, water or glass surfaces, buildings or outdoor activities.

Possible heat and glare from existing parked equipment and autos. If there is lighting on the building it will comply with Valley County code.

5. Particulate emissions to the air including smoke, dust, chemicals, gasses, or fumes, etc., both existing and what may be added by the proposed uses.

Site is currently graveled and hard packed. Minimal dust.

6. Water demand, discharge, supply source, and disposal method for potable uses, domestic uses, and fire protection. Identify existing surface water drainage, wetlands, flood prone areas and potential changes. Identify existing ground water and surface water quality and potential changes due to this proposal.

No well on site. No water needed. Saddle Rock Phase 1,2,3 and 4 all have underground water storage tanks for fire suppression. Drainage for the site was approved by Valley County Engineer during Saddle Rock Phase 4 review. No grading and drainage to the site will occur. The site is already graded and hard surfaced.

7. Fire, explosion, and other hazards existing and proposed. Identify how activities on neighboring property may affect the proposed use.

Per Fire Chief Steven Hull, to minimize hazards required tank safety features will include: (1) Internal Emergency Shut-off valve (2) Hydrostatic Relief Valve (3) Pressure Relief Valve

8. Removal of existing vegetation or effects thereon including disturbance of wetlands, general stability of soils, slopes, and embankments and the potential for sedimentation of disturbed soils.

None.

9. Include practices that will be used to stabilize soils and restore or replace vegetation.

No impacts to current site. Grading and storm-water plan already approved by Valley County Engineer.

10. Soil characteristics and potential problems in regard to slope stability, embankments, building foundation, utility and road construction. Include suitability for supporting proposed landscaping.

None. No impacts to current site conditions. Landscaping will be the natural vegetation surrounding the parcel on all sides. Vegetation has been thinned and mulched for a park like setting per the prepared and approved WUI for Saddle Rock Phase 4. that is not visible from any other property including HWY 55.

11. Site grading or improvements including cuts and fills, drainage courses and impoundments, sound and sight buffers, landscaping, fencing, utilities, and open areas.

No site grading required, site has previously been graded and hard surfaced and signed off. Drainage plans were approved during the Valley County Engineer's review of Saddle Rock Phase 4.

12. Visibility from public roads, adjoining property, and buildings. Include what will be done to reduce visibility of all parts of the proposal but especially cuts and fills and buildings. Include the impacts of shadows from new features on neighboring property.

Not visible from any other property including HWY 55. Mature timber surrounds on the site on all sides.

13. Reasons for selecting the particular location including topographic, geographic and similar features, historic, adjoining land ownership or use, access to public lands, recreation, utilities, streets, etc., in order to illustrate compatibility with and opportunities presented by existing land uses or character.

Easy access, large, rocked, flat. No impact to the public or view corridor of HWY 55.

14. Approximation of increased revenue from change in property tax assessment, new jobs available to local residents, and increased local expenditures.

Ag exemption will no longer apply to the parcel. Lessee could potentially employ local resident(s).

15. Approximation of costs for additional public services, facilities, and other economic impacts.

New propane company will create competition for current companies, which will provide residents of the County with other price options for their propane servicing.

16. State how the proposed development will impact existing developments providing the same or similar products or services.

No impacts. Nothing to compare it to.

17. State what natural resources or materials are available at or near the site that will be used in a process to produce a product and the impacts resulting from the depletion of the resource. Describe the process in detail and describe the impacts of each part.

None.

18. What will be the impacts of a project abandoned at partial completion?

None. The site is already prepared.

19. Number of residential dwelling units, other buildings and building sites, and square footage or gross non-residential floor space to be available.

No residential proposed. 2 acres of the flat gravelled area will be leased to propane company for storage.

20. Stages of development in geographic terms and proposed construction time schedule.

Upon approval of CUP, lessee plans to move onto the site.

21. Anticipated range of sale, lease or rental prices for dwelling units, building or other site, or non-residential floor space in order to insure compatibility with adjacent land use and development.

Competitive market rate.

Property Tax Exemption

New and expanding business may qualify for a property tax exemption for up to 5 years by meeting the qualifications in accordance with Idaho Code§ 63-602NN

Application must be filed with the Valley County Assessor's office before construction begins.

Protocols for qualifying property exemption in Valley County, Idaho:

- Application must be received prior to the start of construction (ex. Building Permits, excavation)
- Term of exemption, not to exceed 5 years, will be up to the discretion of the Valley County Board of Commissioners
- Retail sales business do not qualify
- Multi use may qualify excluding retail sale area
- Housing
 - Multi-family housing must have 5 units or more per structure.
 - Multi-Family housing units may qualify if more than one structure is built totaling 5 or more units
 - For local housing only (workforce)
 - Short term rentals not allowed
 - Units cannot be individually sold (e.g., no condominiums)
- Remodel and/or additions to existing businesses
 - Only the area of remodel/addition may qualify for exemption
 - Retail sales additions/remodel will not qualify

For further information regarding the 63-602NN application process and instructions, please contact the Valley County Assessor's office at 208-382-7126.



OWNER
 REAN AND REED SCHNEIDER
 2801 ARISTON LANE
 MICALL, ID 83638
 207-666-1202

SHEET INDEX

CD-0	COVER SHEET
CD-1	DETAILS AND NOTES
CD-2	PLAN SKY HORSE DRIVE & 43 ACRE ROAD
CD-3	HORSE SKY HORSE DRIVE & 43 ACRE ROAD
CD-4	GRAVING AREA MAP
CD-5	EROSION CONTROL PLAN

Legend

[Solid Yellow]	ASPHALT
[Hatched Yellow]	EXISTING ASPHALT
[Solid Grey]	GRAVEL
[Hatched Grey]	EXISTING GRAVEL
[Dotted Grey]	LANDSCAPE
[Circle with X]	SEPTIC TEST HOLE
[Dashed Line]	EXTERIOR BOUNDARY LINE
[Solid Line]	PARCEL LINE
[Line with Dots]	CUT/FILL SLOPE LIMIT
[Line with Triangles]	EDGE OF GRAVEL
[Line with Squares]	EDGE OF PAVEMENT
[Line with Circles]	GRAVING LOTION
[Dashed Line]	EXISTENT

Datum/References
 Horizontal datum based on Idaho State Plane, Idaho West Zone 1103. Coordinates were derived from GPS observations and projected to ground by applying a scale factor of 1.0001875792 to grid values. Distances are ground distances and are in U.S. survey feet.
 Refer to RDS 84 & pg. 3, inst. No. 279955
 Refer to RDS 84 & pg. 81, inst. No. 283172
 Refer to Chap. 7, 327 (1), 1956 for Highway Right-of-way



REVISIONS

NO.	DATE	DESCRIPTION

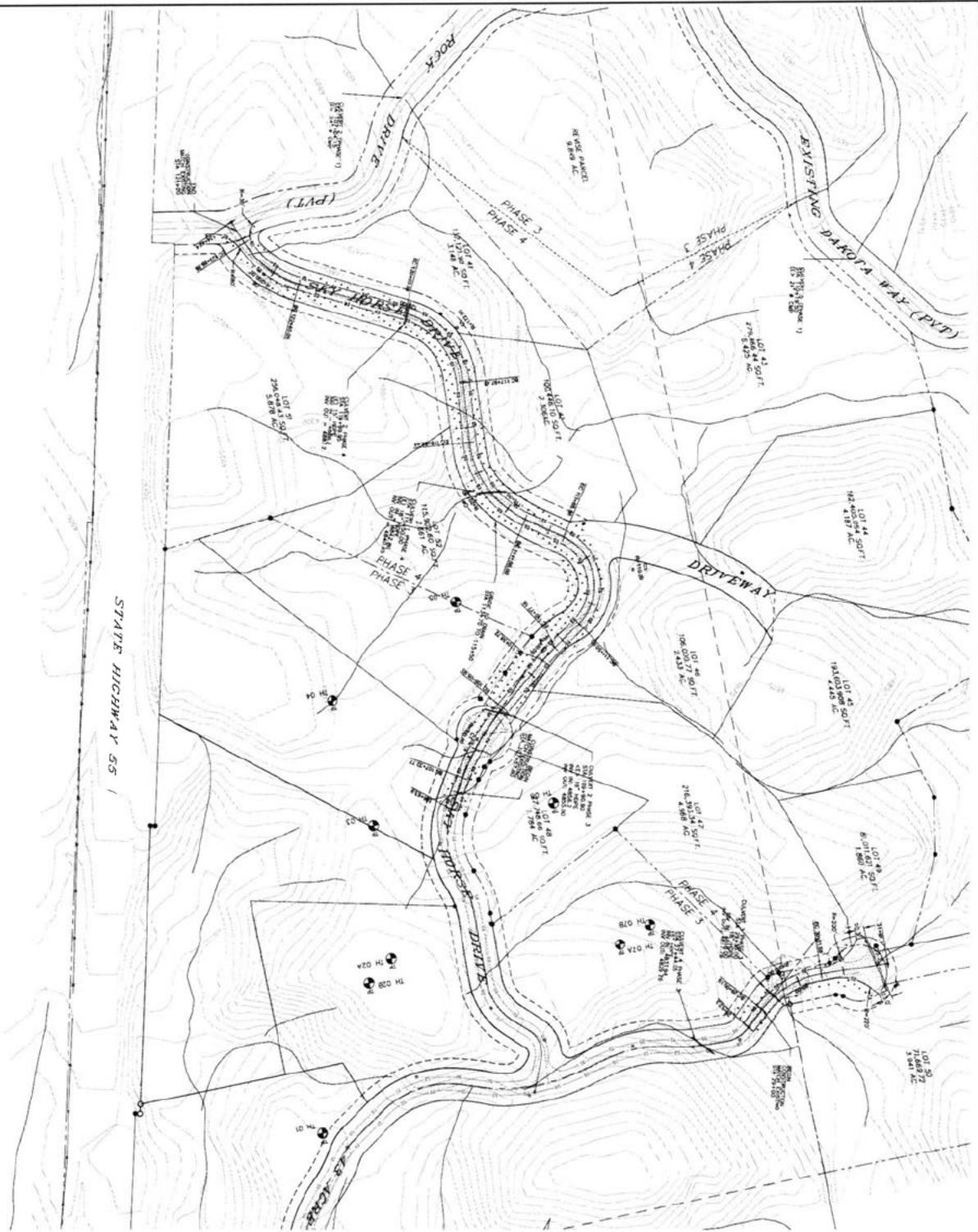
SADDLE ROCK SUBDIVISION PHASE 4
SECTIONS 8, 17 AND 18 T. 12N., R. 4E., B.M., VALLEY COUNTY, IDAHO
GRADING AND DRAINAGE PLANS
COVER SHEET



NO DISCREPANCY OR INCONSISTENCY IN THIS PROJECT FOR THE YEAR 2024

DESIGN BY	TJM
CHECKED BY	TJM
DATE	05/01/2024
PROJECT	25-01

SHEET NO.
CD-0

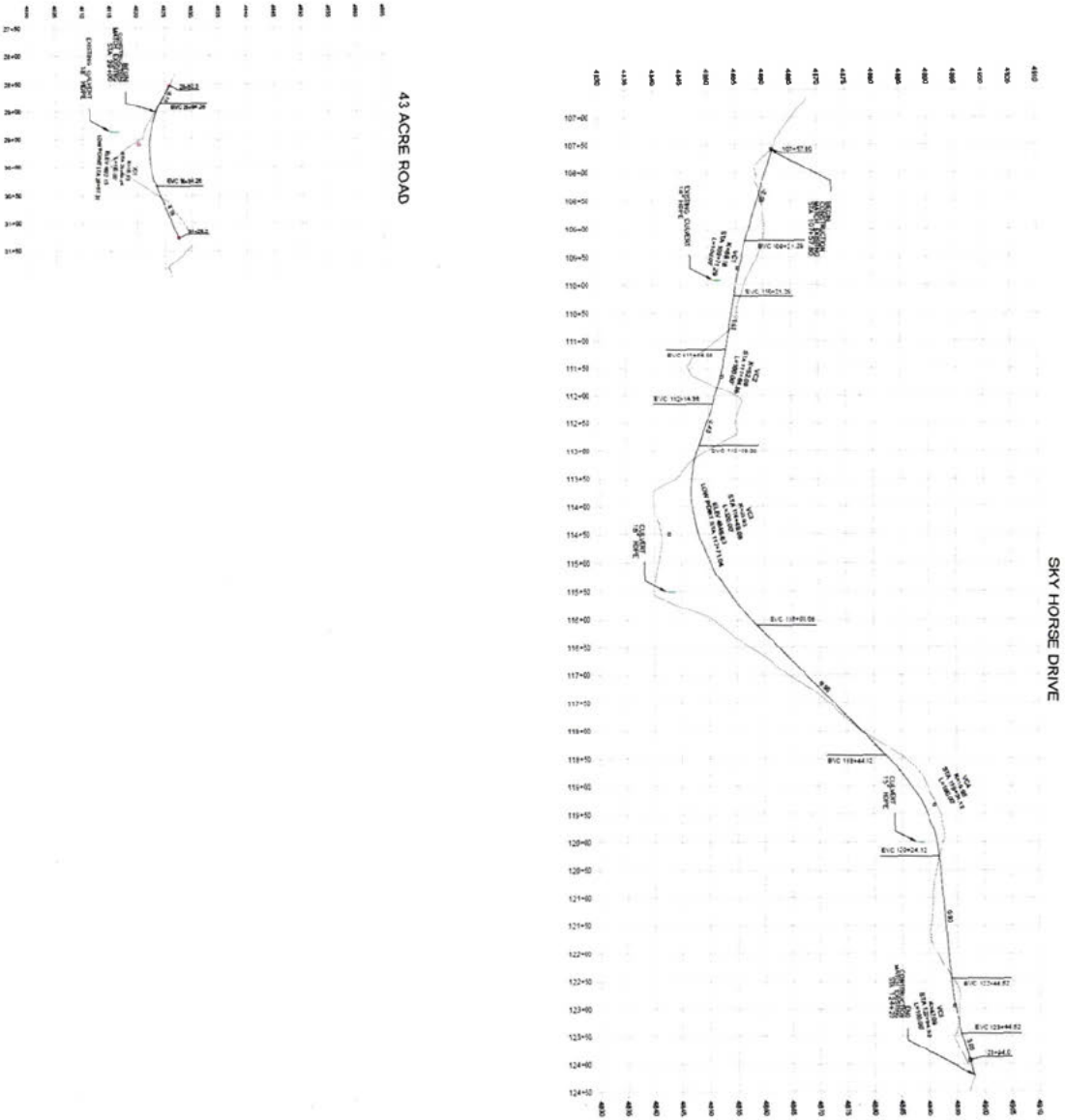


SADDLE ROCK SUBDIVISION
 SECTIONS 8, 17, AND 18, T.12N., R.4E., B.M., VALLEY COUNTY, IDAHO
 GRADING AND DRAINAGE PLANS
 PLAN
 43 ACRE ROAD & SKY HORSE DRIVE

REVISIONS		
NO.	DESCRIPTION	DATE

SADDLE ROCK SUBDIVISION
 SECTIONS 8, 17, AND 18, T.12N., R.4E., B.M., VALLEY COUNTY, IDAHO
 GRADING AND DRAINAGE PLANS
 PLAN
 43 ACRE ROAD & SKY HORSE DRIVE

C1.0



SKY HORSE DRIVE

43 ACRE ROAD



	SADDLE ROCK SUBDIVISION PHASE 4 SECTIONS 8, 17, AND 18, T.12N., R.4E., B.M., VALLEY COUNTY, IDAHO GRADING AND DRAINAGE PLANS PROFILE 43 ACRE ROAD & SKY HORSE DRIVE	REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 5%;">NO.</th> <th style="width: 65%;">DESCRIPTION</th> <th style="width: 30%;">DATE</th> </tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	NO.	DESCRIPTION	DATE												
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GENERAL NOTES

1. ALL CUTS SHALL BE PLACED UNDER IMPROVED ROADWAY AS EXISTING, APPROXIMATE BY THE DESIGN ENGINEER TO BE SIZED IN ACCORDANCE WITH VALLEY COUNTY STANDARDS AND/OR PER THE DESIGN ENGINEER.
2. SLOPES SHALL BE PLACED AS NEARLY AS POSSIBLE TO THE NATURAL SLOPE OF THE GROUND. SLOPES SHALL BE PROTECTED AS NEARLY AS POSSIBLE TO THE NATURAL SLOPE OF THE GROUND. SLOPES SHALL BE PROTECTED AS NEARLY AS POSSIBLE TO THE NATURAL SLOPE OF THE GROUND. SLOPES SHALL BE PROTECTED AS NEARLY AS POSSIBLE TO THE NATURAL SLOPE OF THE GROUND.
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BEST MANAGEMENT PRACTICES

1. CONSTRUCTION SHALL BE CONDUCTED DURING PERIODS OF LOW FLOW, MINIMUM 10% OF THE DESIGN FLOW, TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE RIVER.
2. PREPARATION OF EROSION CONTROL MEASURES SHALL BE COMPLETED PRIOR TO THE START OF CONSTRUCTION. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
3. SLOPES SHALL BE PROTECTED AS NEARLY AS POSSIBLE TO THE NATURAL SLOPE OF THE GROUND. SLOPES SHALL BE PROTECTED AS NEARLY AS POSSIBLE TO THE NATURAL SLOPE OF THE GROUND. SLOPES SHALL BE PROTECTED AS NEARLY AS POSSIBLE TO THE NATURAL SLOPE OF THE GROUND.
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NOTE: SLOPE LINES AND CONTOURS FROM PRELIMINARY PLAN FOR SADDLE ROCK SUBDIVISION, PHASE IV, BY DOWD LAND SURVEYORS, INC., 2003. SLOPE LINES AND CONTOURS FROM PRELIMINARY PLAN FOR SADDLE ROCK SUBDIVISION, PHASE IV, BY DOWD LAND SURVEYORS, INC., 2003. SLOPE LINES AND CONTOURS FROM PRELIMINARY PLAN FOR SADDLE ROCK SUBDIVISION, PHASE IV, BY DOWD LAND SURVEYORS, INC., 2003.

DATE: 08/08/03
 DRAWN BY: J. DOWD
 CHECKED BY: J. DOWD
 SCALE: 1" = 400'

C30 24-2809	SADDLE ROCK SADDLE ROCK SUBDIVISION VALLEY COUNTY, ID	PHASE IV DRAINAGE AREA MAP		PACIFIC AFFILIATES CONSULTING ENGINEERS 201 "I" STREET SUITE B, EUREKA, CA 95601 TEL: (707) 445-3001 • FAX: (707) 445-3003
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Parametrix No. 314-4875-001 – Task 02.128

Kerstin Dettrich
Valley County Road and Bridge Director
520 South Front Street
P.O. Box 672 Cascade, ID 83611

Re: Saddle Rock Subdivision Phase 4 – Grading and Drainage Plans and Drainage Report

Dear Kerstin:

I have reviewed the above-referenced documents against the current Valley County (VC) Private and Public Road standards. Per my review, the plans and drainage report meet the required standards; therefore, I am recommending approval of the documents.

Please contact me with any questions or comments.

Sincerely,

PARAMETRIX



Paul Ashton, PE

cc: Cynda Herrick, AICP, CFM/Valley County Planning and Zoning Director
Jeff McFadden/Valley County Road Department



Kendra Conder <Kendra.Conder@itd.idaho.gov>
To: Heidi Schneider [REDACTED]
Cc: Ryan Schneider [REDACTED]

Mon, Apr 27, 2026 at 10:16 AM

Hi Heidi,

Thank you for checking in! 4 trips/day does not pose any concerns for us. Please keep me updated if you feel that anticipated trips will change.

Kendra Conder

District 3 | Development Services Coordinator

Idaho Transportation Department

Office: 208-334-8377

Cell: 208-972-3190



From: Heidi Schneider [REDACTED]
Sent: Wednesday, April 27, 2026 at 10:16 AM
To: Kendra Conder <Kendra.Conder@itd.idaho.gov>
Cc: Ryan Schneider [REDACTED]
Subject: Re: Turn la

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hi Kendra,

We have a small company interested in leasing approximately 2 acres from us, with access off Challis Lane (the entrance to Saddle Rock Subdivision).

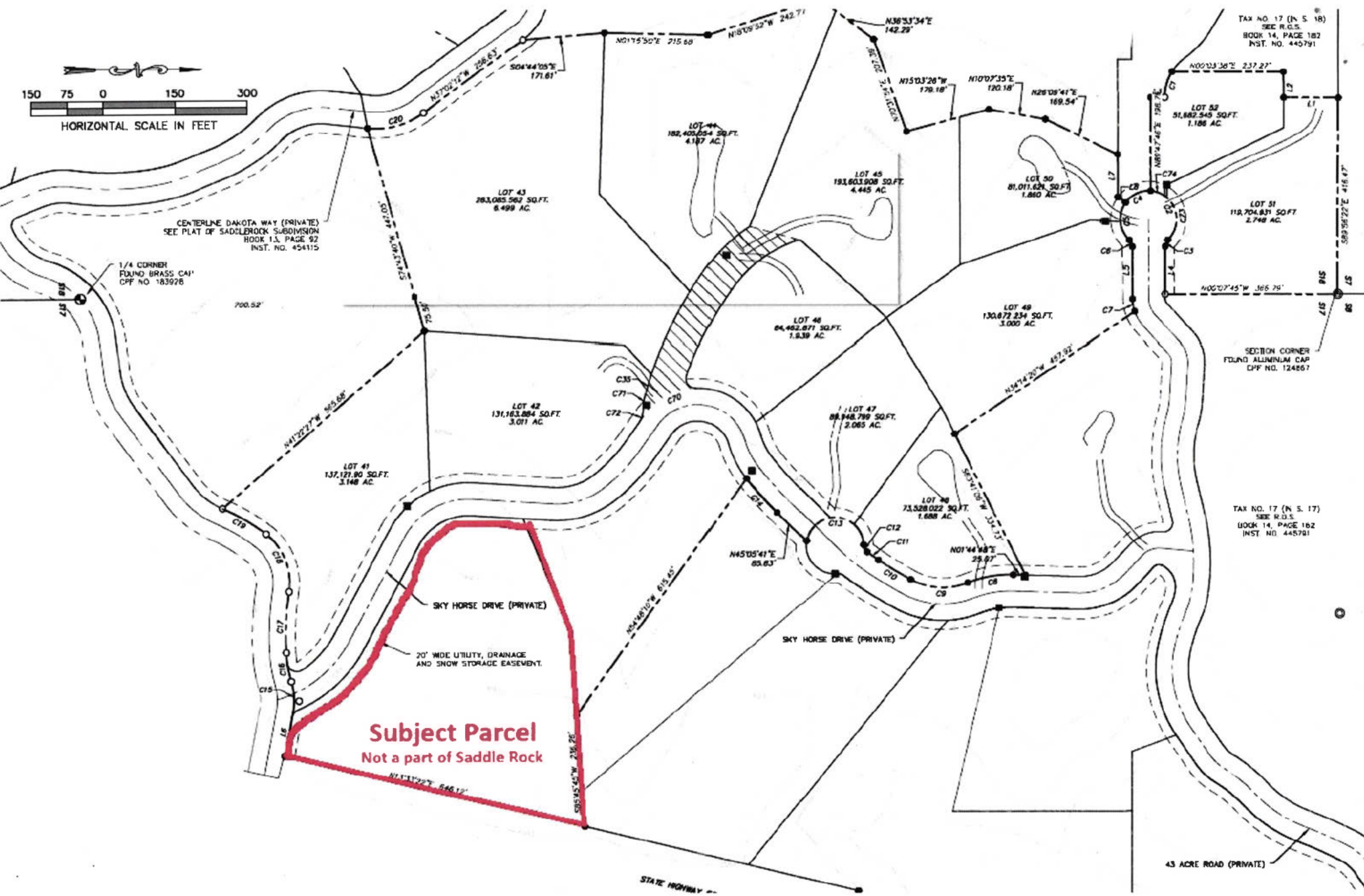
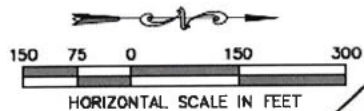
The use is expected to generate minimal additional traffic. Operations would occur Monday through Friday only and are anticipated to result in no more than four trips per day (arrival in a personal vehicle, departure in a work truck, return in the truck, and departure in the personal vehicle).

I don't anticipate this creating any concerns for the existing approach, but I wanted to check in with you to confirm.

Please let me know your thoughts, thank you!

Thank you!

Heidi Schneider





06/02/2026

Re: CUP 26-012

Commissioners and Staff,

Thank you for the opportunity to provide additional information regarding CUP 26-012 and to respond to the public comments submitted regarding the application.

First, we would like to acknowledge and respect the concerns expressed by neighboring property owners. We understand that residents value the rural character, privacy, natural setting, and quiet enjoyment of the Saddle Rock community. Ryan and I share those values and have spent years developing Saddle Rock with those principles in mind.

The vision behind Saddle Rock has always been to create a community that balances privacy, safety, and outdoor living while preserving the qualities that make the area special. Our goal has been to provide an environment where residents can enjoy peaceful surroundings, open space, and the quality of life that comes with being connected to nature.

It is also important for the Commission to understand that Ryan and I have invested significant time, capital, and effort into the creation of Saddle Rock. With additional phases still coming online, we have every incentive to protect the long-term integrity and desirability of the subdivision. Our interests are directly aligned with those of existing property owners. If we believed this proposal would negatively impact property values, future lot sales, marketability, or the long-term character of the area, we would not support the application.

Our goal in providing this response is not to dismiss the concerns that have been raised, but rather to provide additional context and clarification regarding the nature of the proposed use and address the standards the Commission must evaluate when considering this Conditional Use Permit application.

Before addressing those standards, we believe it is important to clarify several recurring themes contained within the public comments.

The proposed facility is not a retail propane store or public filling station. The facility will not be open to the public and will not generate customer traffic. Rather, the proposal consists of propane storage associated with a single propane service provider.

Operational activity is expected to be extremely limited. On a typical day, one employee would arrive in a personal vehicle, depart in a company vehicle, return at the end of the workday, and leave in their personal vehicle, resulting in approximately four vehicle trips per day.

Several comments also characterize the proposal as commercial use within Saddle Rock Subdivision. While the parcel is adjacent to Saddle Rock and accessed via the private road system, it is a separate parcel and is not part of Saddle Rock Subdivision. The parcel is not subject to Saddle Rock CC&Rs and has historically been used for equipment and material

storage associated with the development, construction, and maintenance of Saddle Rock. The site is already graded, graveled, and improved.

The location was selected specifically because it is effectively out of sight. The site cannot be seen from Highway 55, cannot be seen from the subdivision entrance, is not visible while traveling through Saddle Rock, and is not visible from existing or future lots. In our view, this significantly limits any potential visual or practical impact to surrounding property owners.

1. Will the application result in an increase in value of private property?

The proposed use does not change the appearance, visibility, or character of Saddle Rock Subdivision. The site cannot be seen from Highway 55, cannot be seen from the Saddle Rock entrance, is not visible while traveling through Saddle Rock, and is not visible from existing or future lots.

Similarly, the proposed operation is extremely limited in nature. There will be no retail activity, no public access, no customer traffic, no exterior lighting, and no signage and no noise generation. For neighboring property owners, the proposed use is not something they will see, hear, or interact with.

Ryan and I continue to own property within the area and have future phases of Saddle Rock underway with lots hitting the market constantly. We remain heavily invested in the long-term success, desirability, and marketability of the community. If we believed the proposed use would negatively impact the value of surrounding properties or the future success of Saddle Rock, we would not support the application.

Because the proposed use does not materially change the existing use or character of the property and is not expected to create observable impacts to surrounding property owners, we do not believe the proposal will adversely affect surrounding property values.

2. Will approval of the application result in an undue adverse impact on the environment?

Many comments raise concerns regarding wildfire risk, propane storage, and emergency response.

We understand these concerns and agree that safety should be carefully evaluated. The proposed facility will be required to comply with all applicable federal, state, and local regulations governing propane storage. The project is subject to review and approval by Cascade Fire and must satisfy all applicable fire requirements prior to operation.

Several comments raise concerns regarding the location of propane storage in proximity to residential property.

It is important to recognize that propane is a critical utility and service throughout Valley County. Most homes, cabins, businesses, and other properties rely on propane for heating, hot water, cooking, backup power generation, and other daily needs. Because much of Valley

County is rural in nature and not served by natural gas infrastructure, propane delivery and storage facilities are a necessary part of supporting residents and businesses throughout the county.

As a result, propane storage and distribution facilities are commonly found throughout Valley County and neighboring communities. Many operate within residential neighborhoods, within city limits, adjacent to commercial businesses, near schools, fire stations, and other public facilities. These facilities operate safely every day as part of the infrastructure required to serve rural communities.

By comparison, the proposed facility is located on a site that is screened from public view, not visible from neighboring properties, not visible from Saddle Rock roads, and not visible from Highway 55.

We believe the proposed location is uniquely suited for this use because it provides the operational functionality required while minimizing visual, traffic, and neighborhood impacts.

Another important distinction is that the proposed storage tank is not a permanent fixed installation. The tank is mounted on wheels and is capable of being relocated if circumstances require. By contrast, many of the propane storage facilities located throughout Valley County are permanent installations with fixed tanks and infrastructure located in significantly more visible and developed settings. Should a catastrophic event such as a wildfire occur, the tank can be removed from the site, reducing potential risks (if any) and offering an advantage over more permanent propane storage facilities.

While all propane facilities must comply with applicable fire and safety regulations, the mobility of the proposed storage tank provides an additional level of operational flexibility that is not available at many traditional bulk storage locations.

As Saddle Rock continues to build out, nearly every home will ultimately utilize propane for heating, hot water, cooking, backup power generation, and other daily needs. Propane tanks will be located throughout the community as part of normal residential development.

Between Phases 1 through 5, Saddle Rock will consist of 69 residential lots, which does not include the 13 additional parcels surrounding Saddle Rock. Assuming a typical residential propane tank on each property, tens of thousands of gallons of propane will ultimately be distributed throughout the subdivision as part of normal residential use. Propane is already an integral component of rural living in Valley County and Saddle Rock.

Our perspective has never been that propane itself is incompatible with rural residential living. The question is whether a particular use is appropriately located, properly operated, and compliant with the applicable regulations and conditions established through the County review process.

We believe it is important to evaluate this proposal based on the specific facts of the application and the operational characteristics of the proposed use, rather than simply the presence of propane itself.

The proposed operation is limited in scale, will not involve public access, and will operate in compliance with applicable code requirements. Based upon these safeguards, regulatory oversight, and ongoing wildfire mitigation efforts, we do not believe the proposal will create an undue adverse impact on the environment.

3. Will approval of the application result in an undue adverse impact on adjoining properties?

This appears to be the primary concern raised in the public comments.

While any use of property has some level of impact, we believe the limited nature of the proposed operation results in impacts that are minimal and compatible with surrounding uses.

The operation consists of approximately one employee and approximately four vehicle trips per day. No retail activity will occur. No customer traffic. No exterior lighting. No signage. No increased noise generation.

For neighboring property owners, the proposed use is not something they will see, hear, or interact with.

The site is screened from surrounding properties and not visible from neighboring lots, subdivision roads, the subdivision entrance, or Highway 55.

Based on the limited scale of the operation and the physical characteristics of the site, we do not believe approval of the CUP will result in an undue adverse impact on adjoining properties.

4. Will approval of the application result in an undue adverse impact on governmental services?

As part of the application process, trip generation associated with the proposed use was reviewed, and the Idaho Transportation Department determined that no roadway mitigation is required. This reflects the limited nature of the operation and the minimal traffic generated by the proposed use.

Several comments reference road maintenance. The Saddle Rock roads are privately owned by the Declarant and maintenance of those roads is not the county's responsibility. Ryan S. Schneider and/or Saddle Rock LLC and are not owned by the Saddle Rock HOA. The Private Road Declaration, recorded November 9, 2022, as Instrument No. 454117 in conjunction with the final plat, specifically reserves the right to annex additional properties into the private road system and permits use of the road system by properties outside the subdivision.

This is a common practice in phased developments, where developers retain ownership and control of private roads until all phases of development are completed and the roads are ultimately conveyed to the homeowner's association, if and when the Declarant elects to do so.

Additionally, the proposed lessee will contribute financially toward private road maintenance in the same manner as other users of the private road system. Access to the site occurs immediately off Challis Lane and utilizes approximately 120 feet of the Saddle Rock Road system before reaching the property—roughly one-third the length of a football field and approximately 0.4% of the overall private road network.

For these reasons, we do not believe the proposed use will create an undue adverse impact on governmental services.

5. Is the application consistent with the Valley County Comprehensive Plan?

Because this area of Valley County is unzoned, compatibility is an important consideration.

The proposed use is located on a separate parcel adjacent to, but not within, Saddle Rock Subdivision and adjacent to HWY 55. The operation is intentionally limited in scale, generates minimal traffic, is not open to the public, and is screened from surrounding properties.

Many comments focus on whether the proposal is compatible with surrounding uses. We believe compatibility is demonstrated not only by the limited scale of the operation, but by the fact that the operation is effectively hidden from the surrounding community and supports all adjacent community needs.

The site cannot be seen from Highway 55, cannot be seen from the Saddle Rock entrance, is not visible while traveling through Saddle Rock, and is not visible from existing or future lots. There will be no retail activity, no public access, no customer traffic, no exterior lighting, no noise generating activities, and no signage.

In practical terms, if this Conditional Use Permit application had not been submitted, neighboring property owners and the general public would likely have no awareness that the operation existed. The operation is not something surrounding property owners will see, hear, or interact with.

The property is already utilized as a storage and operations area associated with the development and maintenance of Saddle Rock. The proposed use does not materially change the appearance, character, or function of the property. Rather, it continues operational use on a site specifically selected because it is screened from view and isolated from surrounding residential properties.

The proposal allows for the reasonable use of private property while minimizing impacts on neighboring landowners. For these reasons, we believe the proposed use is highly compatible with surrounding land uses and consistent with the goals and policies of the Valley County Comprehensive Plan.

6. Can impacts be mitigated through conditions of approval?

The Conditional Use Permit process exists specifically to evaluate uses that may require conditions to ensure compatibility with surrounding properties.

To the extent the Commission identifies potential impacts, those impacts can be addressed through conditions of approval related to signage, lighting, operational requirements, traffic generation, access, and compliance with applicable fire and safety regulations.

We also understand that several comments express concern regarding future expansion. A Conditional Use Permit does not create unlimited development rights. The Commission is evaluating a specific application for specific use. Any future expansion or material change in use would remain subject to County review and approval requirements.

Conclusion

We appreciate the thoughtful comments submitted by neighboring property owners and understand their desire to preserve the character of the area they have invested in. Our intent in providing this response is simply to ensure that the Commission has accurate information regarding the nature and scale of the proposed use when evaluating the application.

Based on the limited scope of the operation, lack of public access, minimal traffic generation, screening of the site and compliance with applicable regulations, we respectfully believe the application satisfies the standards required for approval of CUP 26-012.

Thank you for your consideration.

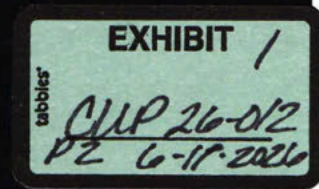
Respectfully,

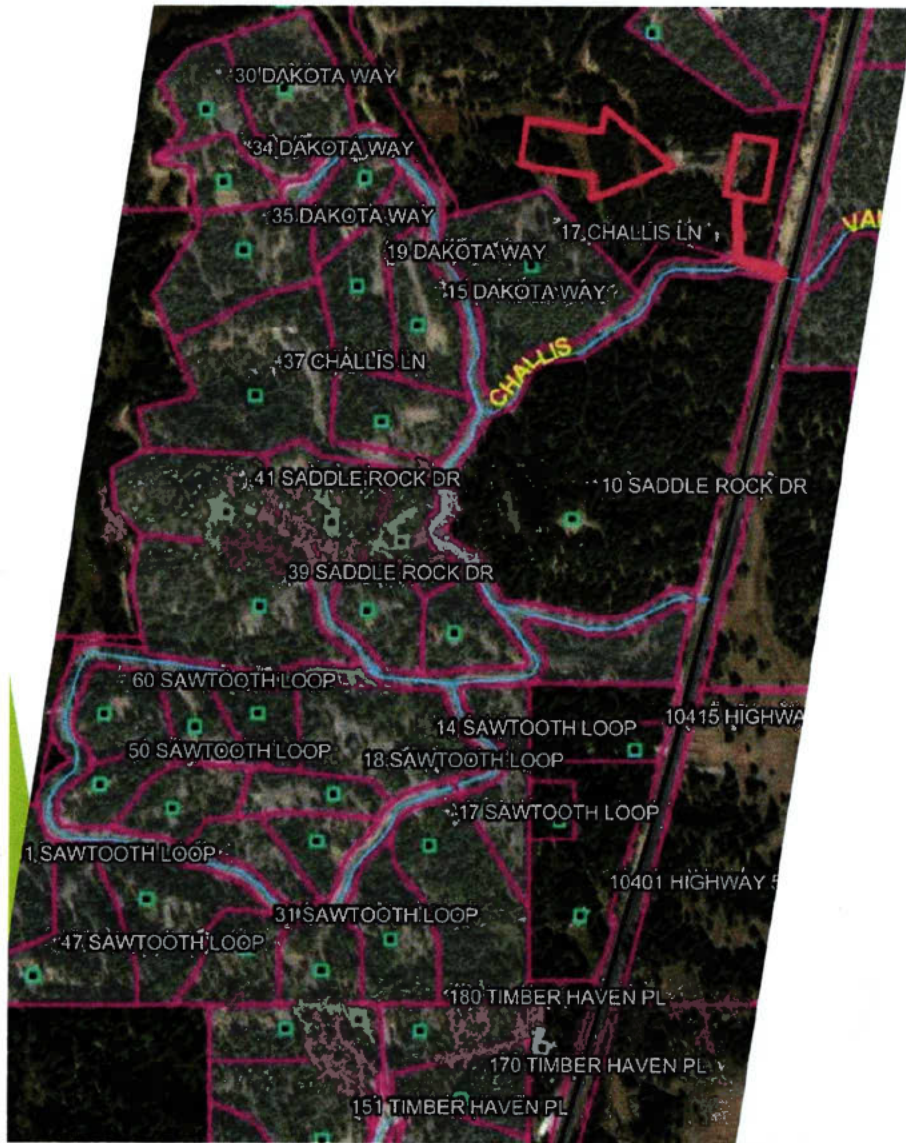
Heidi Schneider

Ryan Schneider

CUP 26-012 | Propane Storage Site

- ▶ Applicant: Saddle Rock LLC
- ▶ Heidi & Ryan Schneider



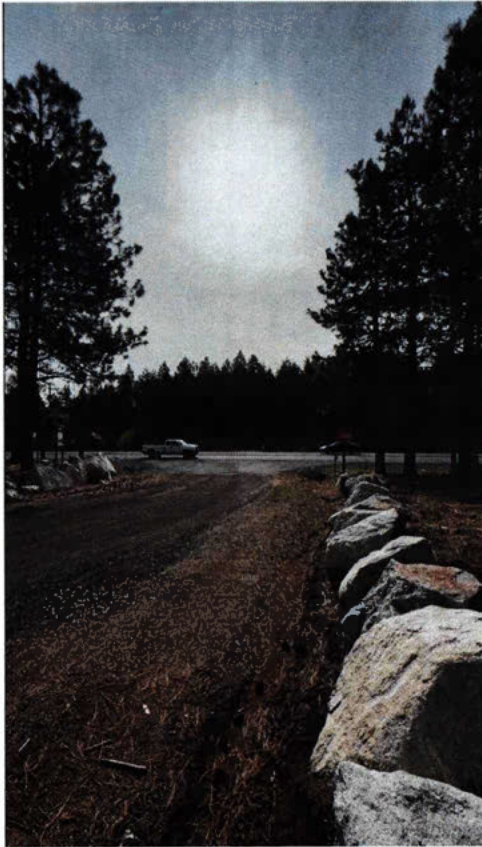


Project Location



Proposed Lease Area





Access & Road System

- ▶ 120' Feet of Private Road Utilized
- ▶ Approximately 0.4% of Total Road Network
- ▶ Direct Access From Highway 55 to Challis Lane
- ▶ Applicant Owns Private Roads
- ▶ Road Declaration Allows Additional Properties to Utilize Road System
- ▶ Lessee Will Contribute to Private Road Maintenance.



Access & Screening

The proposed site is fully screened from public view and is not visible from Highway 55, any roadway within Saddle Rock Subdivision, or any residential lot. Existing topography and vegetation provide complete visual buffering.

Proposed Operation

- No retail sales
- No public access
- No lighting



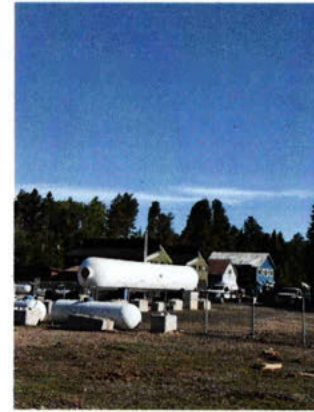
► Empty Storage Tanks



► Bobtail Truck



► 30,000-gallon storage tank



Propane plays a critical role in serving Valley County residents, businesses, schools, and public facilities. As a result, propane storage facilities are located throughout the county in a variety of settings, including residential neighborhoods, commercial districts, downtown areas, and along HWY 55. The facilities shown above are existing examples currently operating within Valley County.



BY: _____
**BEFORE THE VALLEY COUNTY BOARD
OF COUNTY COMMISSIONERS**

**IN THE MATTER OF THE APPEAL OF CONDITIONAL
USE PERMIT 26-012**

Ryan and Heidi Schneider ("Applicants") respectfully submit this response in support of Conditional Use Permit ("CUP") 26-012 and in response to the appeal of the Valley County Planning and Zoning Commission's approval of the application.

We appreciate our neighbors' participation throughout this process and understand that many of the concerns raised in the appeal are sincerely held. As the developers of Saddle Rock and continuing property owners in the area, we share the goal of protecting the safety, character, and long-term value of the community.

The proposal before the Board is **not** an unrestricted commercial or industrial operation. It is a **single propane storage facility** located on a parcel **adjacent to**, but **not within**, the Saddle Rock Subdivision.

Before discussing the applicable approval standards, we would first like to clarify several factual issues raised throughout the appeal. These comments are not intended to minimize the concerns expressed by neighboring property owners. Rather, they intend to ensure the Board has an accurate understanding of several facts before considering the legal issues presented.

Temporary Storage of Empty Propane Tanks

Several appeal letters reference the presence of propane tanks on the property prior to approval of the Conditional Use Permit.

During the June 11, 2026, Planning and Zoning hearing, I was not aware that Borealis Fuels and Logistics had temporarily placed an **empty** propane storage tank on the site while the Conditional Use Permit application was pending. Ryan who is at the property on a daily basis, unlike myself, had allowed Borealis Fuels & Logistics to temporarily store an empty storage tank on the proposed site. Since then, more **empty** tanks have been stored while the hearing process is completed.

The tank(s) are **empty**, are being temporarily stored, and their presence should not be interpreted as operation of the proposed propane storage facility before approval of the Conditional Use Permit. The temporary storage of equipment should not be confused with commencement of the proposed use.

Photographs Submitted with the Appeal

All of the photographs submitted in support of the appeal depict the proposed site from locations that are not accessible from Highway 55, the Saddle Rock private road system, or any other public vantage point. Those photographs were taken by entering our private property without permission.

We believe this is relevant for two reasons.

First, the photographs do not represent views available to the public or to residents traveling through Saddle Rock. Rather, they were obtained by entering our private property. As a result, they do not accurately represent the visual experience of the site from locations the public is entitled to access.

Second, the photographs reinforce one of the Planning and Zoning Commission's findings, that the proposed propane storage facility is not visible from Highway 55 or from the Saddle Rock private road system, or from any lot within Saddle Rock. If the site were visible there would have been no reason to trespass on private property to obtain photographs.

As landowners, hunters, outdoorsmen and developers we hold private property rights in the highest regard. Discovering that individuals entered our private property without permission; to support their appeal, was deeply disappointing and is a violation of our fundamental rights.

Growth of Saddle Rock

When Saddle Rock was first conceived, we had no way of knowing how successful the development would become. We certainly did not anticipate expanding through five phases. As demand continued, we acquired adjacent property that we did not originally own and pursued additional subdivision approvals through Valley County's public review process.

What has not changed is the vision for Saddle Rock. From the beginning, our goal has been to create a low-density residential community with large acreage homesites, privacy and access to surrounding public lands. That vision remains unchanged today. Continuing to provide the type of development that has been embraced by so many property owners is not a departure from our original concept, it is an extension of it.

Like any developer, we cannot predict future market conditions years in advance. What we can say is that every phase of Saddle Rock has gone through its own public review and approval process. We take our integrity seriously, and we believe our track record demonstrates a consistent commitment to well-built, well maintained, thoughtful development.

The Subject Property Is Not Within Saddle Rock

It is also important to clarify that the property subject to this Conditional Use Permit is adjacent to, but not within Saddle Rock Subdivision.

Accordingly, the property is not part of the Saddle Rock Homeowners Association and is not subject to its governing documents. The property itself is a separate parcel and should be evaluated under the applicable provisions of the Valley County Code, the Comprehensive Plan, and the Conditions of Approval governing this Conditional Use Permit.

The following sections summarize why the record supports the Planning & Zoning Commission's decision.

1. PUBLIC SAFETY, FIRE PROTECTION & TRANSPORTATION

Public safety is understandably one of the primary concerns raised throughout the appeal. We share that concern. The question before the Board is not whether propane requires careful regulation—it does. The question is whether **the proposed use**, operating under the proposed Conditions of Approval, can be operated safely.

The application demonstrates that it can.

a. Fire Protection

The **Cascade Rural Fire District**, the agency with jurisdiction and expertise over fire protection and emergency response, reviewed the proposed application. Rather than recommending denial, the Fire District identified operational and construction requirements necessary to ensure the site could be safely operated. Those recommendations were incorporated directly into the proposed Conditions of Approval and are mandatory requirements of the Conditional Use Permit. When evaluating issues of fire protection, the County appropriately sought and incorporated the recommendations of the agency specifically charged with that responsibility. A Technical Memorandum prepared by a veteran engineer with Borealis Fuels and Logistics, is attached as **Exhibit A**, this memorandum further supports the design and safe operation of the proposed facility.

b. Transportation

Traffic and highway access fall squarely within the expertise and jurisdiction of the Idaho Transportation Department ("ITD"). Throughout the development and subdivision approval process for Saddle Rock, multiple traffic studies were required and completed, and all approaches to Highway 55 were designed, reviewed, and constructed pursuant to permits approved by ITD.

The original application estimated approximately four vehicle trips per day. During the Planning & Zoning Commission's review, the Commission adopted a Condition of Approval allowing up to eight vehicle trips per day. Following the Commission's decision, the Applicants confirmed with ITD that the proposed operational limit of six to eight vehicle trips per day would not alter ITD's review or raise any traffic or access concerns. ITD confirmed it had no objection to the revised trip estimate. The Conditions of Approval now limit the operation to a maximum of eight vehicle trips per day, providing the County with an enforceable operational standard. Communication with ITD confirming its review is attached as **Exhibit B**.

Accordingly, the agency with the statutory authority and technical expertise to evaluate traffic impacts on Highway 55 has reviewed the proposed level of use reflected in the Conditions of Approval and raised no objection.

2. CONSISTENCY WITH THE VALLEY COUNTY COMPREHENSIVE PLAN

The appeal argues that the proposed Conditional Use Permit is inconsistent with the Valley County Comprehensive Plan. That conclusion is reached by emphasizing certain goals and objectives while giving little consideration to others that are equally important to the Comprehensive Plan.

The Comprehensive Plan is intended to guide land use decisions by balancing numerous community objectives, including protection of private property rights, preservation of rural character, public safety, orderly growth, economic vitality, and the provision of essential services. **No land use proposal will perfectly advance every goal contained within the Comprehensive Plan.** Accordingly, the Comprehensive Plan should be considered as a whole rather than through selected goals or objectives viewed in isolation. The application before you reflects that balance.

It protects **private property rights** by allowing a reasonable use of privately owned property through the Conditional Use Permit process while incorporating enforceable Conditions of Approval and mitigation measures designed to protect and lessen impact to neighboring properties.

It preserves **rural character** by utilizing a parcel that is existing and currently serves as equipment and material storage. The site is not located within the Saddle Rock Subdivision and is not visible from the Scenic Byway, the Saddle Rock private road system, or the residential lots within the adjacent subdivision.

It incorporates **public safety measures** through review by the Cascade Rural Fire District, the Idaho Transportation Department, and other agencies with expertise over their respective areas of jurisdiction. Their recommendations have been incorporated into the proposed Conditions of Approval. Contrary to the Appellants' suggestion that this use is incompatible with the surrounding area, propane storage and distribution facilities already operate within Valley County, including facilities located directly adjacent to

established residential neighborhoods and multi-family developments, as well as in downtown areas with substantially greater public activity than the proposed site. By comparison, the proposed site is hidden from public view, with controlled access, no retail sales, and no public customer traffic, resulting in significantly less public exposure than comparable facilities already operating within the County.

It supports the promotion of **orderly growth** and efficient use of existing infrastructure by utilizing an existing approved Highway 55 access rather than requiring a new highway approach or additional public infrastructure. It also minimizes visual impacts along the Scenic Byway by utilizing an existing site rather than impacting and building out a new site.

It supports the Comprehensive Plan's goal of **ensuring adequate utility services** to meet the needs of existing and future development by expanding propane distribution services for Valley County residents, businesses, contractors, agricultural operations, and emergency response providers. As Valley County continues to grow, reliable propane distribution is essential to meeting the County's increasing energy needs.

Lastly, it achieves **compatible development** through enforceable operational limitations on traffic, hours of operation, storage capacity, fencing, lighting, and fire protection. Compatibility is measured by the impact of a use on surrounding properties—not simply whether neighboring uses are identical. The Conditions of Approval are specifically designed to minimize those impacts.

The appeal emphasizes goals and objectives relating to rural character and scenic resources. Those goals deserve careful consideration. The application demonstrates, however, that the proposed use is also consistent with those objectives. The site benefits from direct access from Highway 55, it is not visible from the Scenic Byway, Saddle Rock Subdivision Private Roads or any lot's within the adjacent Saddle Rock Subdivision, thereby preserving the rural and scenic character of the area. Rural character is not determined solely by the type of use proposed, but also by its visual and physical impact on the surrounding landscape.

The Conditional Use Permit process exists because not every appropriate land use is identical to surrounding properties. Its purpose is to evaluate site-specific impacts and determine whether those impacts can be avoided or mitigated through enforceable conditions. This application demonstrates that process working exactly as intended. The proposal was reviewed by the agencies with expertise over traffic, fire protection, and other technical matters, and their recommendations were incorporated into the Conditions of Approval.

The question before the Board is not whether the proposed use advances a single goal of the Comprehensive Plan or whether one goal should control the analysis. Rather, the question is whether, when the Comprehensive Plan is considered as a whole, the proposal achieves an appropriate balance of its goals and objectives. The application demonstrates that it does. It preserves the County's rural and scenic character by remaining screened

from public view while simultaneously advancing the Comprehensive Plan's goals relating to public safety, private property rights, orderly growth, economic vitality, and the provision of essential utility services.

3. THE APPROVED USE IS COMPATIBLE WITH SURROUNDING LAND USES

Compatibility is one of the primary issues raised throughout the appeal. The question before the Board is not whether the approved use is identical to surrounding development. The question is whether, considering the nature of the proposed use and the conditions imposed upon it, is compatible with the surrounding area.

That is precisely the purpose of the Conditional Use Permit process. If compatibility required every use to be identical to neighboring properties, there would be little need for Conditional Use Permits. Instead, the Valley County Code recognizes that certain uses may be appropriate when site-specific impacts are evaluated and addressed through enforceable conditions.

The application demonstrates that standard has been satisfied.

First, the proposed use is not located within the Saddle Rock Subdivision. It is located on a separate parcel adjacent to the subdivision that has long served as an equipment and material storage yard. This is not a residential lot within Saddle Rock being converted into a commercial use.

Second, the approved Conditional Use Permit authorizes a substantially more limited operation than is portrayed throughout portions of the appeal. The facility is limited to one movable 30,000-gallon propane storage tank, two bobtail delivery trucks, weekday operating hours, no retail sales, no public customer traffic, no lighting, and a maximum of eight vehicle trips per day.

Third, the Planning & Zoning Commission imposed Conditions of Approval governing landscaping, fencing, lighting, fire protection, emergency access, operational limits, and continued compliance with applicable agency requirements. Those conditions were specifically crafted to address concerns raised during the public hearing and ensure the use remains compatible with surrounding properties.

After reviewing the application, the Staff Report, agency comments, and public testimony, both County staff and the Planning & Zoning Commission concluded the application satisfied the applicable Conditional Use Permit criteria. The appeal reaches a different conclusion but presents no new evidence demonstrating those findings were incorrect. Instead, it largely reiterates concerns that were fully considered during the public hearing and addressed through the Conditions of Approval.

4. AREA IMPACTS

The appeal expresses concerns regarding neighborhood character, visual impacts, and surrounding property values. Those concerns deserve careful consideration. The application demonstrates, however, that the actual impacts of the approved use are substantially less than suggested throughout the appeal.

Although the subject property is conveniently located with direct access to Highway 55, the proposed site is naturally screened from public view. It cannot be seen from Highway 55, the Saddle Rock private road system, or from residential lots within the adjacent Saddle Rock Subdivision. Had this application not been filed, the traveling public and most Saddle Rock property owners would likely never know this existed. A use that cannot be seen from the Scenic Byway, subdivision roads, or neighboring residential lots cannot reasonably be said to alter the visible character of the adjacent subdivision.

Operational impacts are equally limited. The application occupies only a small portion of the 5.88-acre parcel and includes significant operational restrictions, including weekday operating hours, no retail sales, no public customer traffic, only two delivery trucks, and a maximum of eight vehicle trips per day. These restrictions, together with the Conditions of Approval, substantially limit the intensity of the use and minimize impacts on surrounding properties.

The Applicants also have a significant personal and financial interest in protecting the long-term success of Saddle Rock. We continue to own and develop the subdivision, with additional phases coming to market. Our continued success depends upon Saddle Rock remaining a highly desirable place to live. If we believed this application would negatively impact future lot sales, diminish the desirability of Saddle Rock, or undermine the community we have spent years creating, we would be standing beside the Appellants—not before you in support of this application. Our interests are directly aligned with every current and future property owner in Saddle Rock.

Finally, the application provides an essential propane distribution service for Valley County residents, businesses, contractors, agricultural operations, and emergency response providers. In a rural mountain community without natural gas infrastructure, propane is a critical energy source. The application expands the County's ability to provide dependable propane service while minimizing impacts through its location, limited operations, and enforceable Conditions of Approval.

5. PRIVATE ROADS

The appeal asserts that the proposed use may not utilize the Saddle Rock private road system because doing so would violate the recorded Declaration of Private Roads. That argument is factually incorrect.

First, the roads within Saddle Rock are **private roads owned by the Applicants**. They are not public roads, nor are they owned or controlled by the Saddle Rock Homeowners Association or its residents.

Second, when the Applicants created the private road system, they intentionally reserved the right to annex additional property into that system. The **Declaration of Private Roads** and the **Declaration of Private Road Maintenance Duties and Obligations** expressly contemplate that additional property may be annexed over time. As a condition of annexation, any annexed property becomes subject to the same road maintenance fees that each lot owner within Saddle Rock is responsible for, ensuring that all properties benefiting from the private road system contribute their share toward its maintenance and upkeep.

It is also important to note that the proposed site is accessed directly from Highway 55, utilizing only a limited portion of the private road system rather than traveling through the adjacent subdivision.

The appeal argues that allowing this application to utilize the private road system violates the recorded declarations. Because this issue turns on the interpretation of recorded legal documents, we have attached a legal statement of facts from **Joshua J. Leonard of Clark Wardle**, the attorney who drafted the **Declaration of Private Roads**, the **Declaration of Private Road Maintenance Duties and Obligations for Saddle Rock Subdivision**, and each of the subsequent amendments. His opinion is attached as **Exhibit C** and incorporated herein by reference.

As Mr. Leonard explains, the recorded declarations expressly authorize the annexation of additional property into the private road system. Nothing in those declarations limits the use of annexed property or prohibits the access proposed by this application. Rather, the provisions relied upon by the Appellants simply confirm that the roads are private—not public—and do not restrict the use of annexed property once it has been properly annexed into the road system.

Accordingly, the recorded declarations expressly authorize the annexation of additional property into the private road system, and nothing within those declarations prohibits the proposed use or the access contemplated by this Conditional Use Permit.

CONCLUSION

We recognize that this proposal has generated strong opinions, and we sincerely appreciate the time and effort our neighbors have devoted to participating in this process. We also appreciate the thoughtful review provided by County staff, the Planning & Zoning Commission, the reviewing agencies, and now the Board of County Commissioners.

The question before the Board is not whether every person agrees with the proposed use. Rather, the question is whether the Planning & Zoning Commission correctly determined that the application satisfies the Conditional Use Permit criteria established by the Valley County Code. The application, the Staff Report, the agency reviews, and the Commission's findings demonstrate that it does. The concerns raised throughout the appeal were carefully considered during the public hearing and addressed through the Conditions of Approval, which substantially limit the operation and mitigate potential impacts related to traffic, fire protection, lighting, screening, compatibility, and ongoing operations. The appeal largely asks the Board to reach a different conclusion based on those same concerns.

As the owners and developers of Saddle Rock, our interests are directly aligned with the long-term success of this community. We have every incentive to preserve the character, desirability, and value of Saddle Rock while providing an essential propane distribution service needed to support Valley County's continued growth. If we believed this application would negatively impact future lot sales, diminish the desirability of Saddle Rock, or undermine the community we have spent years creating, we would be standing beside the Appellants—not before you in support of this application.

For these reasons, Applicants respectfully request that the Board deny the appeal and affirm the Planning & Zoning Commission's approval of Conditional Use Permit 26-012.

BOREALIS FUELS & LOGISTICS LTD.

Valley County Board of County Commissioners
c/o Cynda Herrick, Planning & Zoning Administrator
Valley County Development Services

Re: Technical Engineering Opinion Regarding the Approved Propane Storage Facility (Conditional Use Permit (CUP) 26-012)

Dear Chair, Commissioners, and Ms. Herrick:

Borealis Fuels & Logistics Ltd. appreciates the opportunity to provide this technical engineering opinion regarding the approved propane storage facility associated with Conditional Use Permit (CUP) 26-012, currently under consideration by the Valley County Board of County Commissioners.

Borealis Fuels & Logistics Ltd. is the intended lessee of the approved propane storage facility. As the company that intends to lease and utilize the facility, Borealis has a direct interest in ensuring the facility is constructed, commissioned, operated, and maintained in full compliance with all applicable engineering standards, regulatory requirements, the Conditions of Approval established through CUP 26-012, and the requirements of the Cascade Rural Fire District.

The opinions expressed in this letter are based specifically upon the approved propane storage facility associated with Conditional Use Permit (CUP) 26-012, including the Conditions of Approval adopted by the Valley County Planning & Zoning Commission and currently under consideration by the Valley County Board of County Commissioners. This opinion relates solely to the engineering, operational, and public safety aspects of the approved project and is not intended to provide legal opinions regarding land use matters or interpretation of the Valley County Code.

Author Qualifications

I am Scott Ross, CET, Project Manager with Borealis Fuels & Logistics Ltd., with more than 30 years of experience delivering engineering, procurement, construction, commissioning, and operational support for commercial and industrial propane storage facilities, fuel systems, and related energy infrastructure throughout Canada, the United States, and internationally.

Throughout my career, I have been responsible for the planning, engineering coordination, construction, commissioning, and operational support of propane storage facilities and fuel systems serving residential, commercial, industrial, and institutional clients. My experience includes engineering oversight, fuel system design, NFPA 58 compliance, regulatory coordination, hazard identification and risk assessment, construction management, commissioning, operational readiness, emergency planning, and the implementation of safe operating procedures consistent with recognized engineering standards.

I hold the designation of Certified Engineering Technologist through the Engineering Technology Professionals of Alberta (ASET), and my opinions are based upon accepted engineering principles, recognized industry standards, and practical experience delivering industrial fuel infrastructure throughout North America.

Engineering Standards and Regulatory Compliance

Commercial propane storage facilities, including associated propane transfer operations, are among the most comprehensively regulated energy infrastructure systems in North America. Their design, construction, operation, inspection, maintenance, and emergency planning are governed by nationally recognized engineering standards intended to protect employees, emergency responders, neighboring properties, and the public.

The approved propane storage facility will be designed, constructed, commissioned, operated, and maintained in accordance with, including but not limited to:

- NFPA 58 – Liquefied Petroleum Gas Code;
- Applicable federal, state, and local regulations governing liquefied petroleum gas;
- Conditions of Approval established through Conditional Use Permit (CUP) 26-012;
- Requirements established by the Cascade Rural Fire District and other Authorities Having Jurisdiction;
- Borealis Health, Safety and Environmental Management System;
- Hazard Identification and Risk Assessment procedures;
- Employee competency and training programs;
- Preventative maintenance and inspection programs;
- Standard Operating Procedures and Safe Work Practices;
- Emergency Response Planning and Incident Management procedures;
- Routine inspection and testing of propane vessels, pressure relief devices, piping systems, valves, emergency shutoff systems, and associated equipment; and
- Continuous operational improvement and safety management practices.

Compliance with these requirements is fundamental to the safe design, construction, commissioning, operation, inspection, and maintenance of commercial propane storage facilities. Collectively, these requirements establish multiple independent safeguards that significantly reduce operational risk and provide a comprehensive framework for the safe storage and handling of liquefied petroleum gas.

Layered Engineering Safety Systems

Industrial propane facilities are not designed to rely upon any single safety feature. Instead, they are engineered using the internationally accepted principle of multiple independent layers of protection, whereby engineered safeguards, operating procedures, employee competency, inspection programs, emergency planning, and regulatory oversight collectively reduce both the probability and potential consequences of an incident.

This engineering philosophy has been successfully implemented throughout the propane industry for decades and represents the accepted engineering approach for the safe storage and handling of liquefied petroleum gas.

The approved propane storage facility incorporates numerous independent engineered safeguards including:

- ASME-certified propane storage vessel specifically designed for LPG service;
- Code-compliant separation distances established in accordance with NFPA 58;
- Pressure relief devices designed to safely relieve internal vessel pressure during abnormal conditions;
- Emergency shutoff systems capable of rapidly isolating propane flow;
- Steel piping and equipment specifically designed for propane service;
- Vehicle impact protection;
- Controlled site access;
- Routine inspection and preventative maintenance;

- Site-specific emergency response procedures coordinated with emergency responders; and
- Employee training and documented operating procedures.

No single safeguard is relied upon independently. Rather, these systems function collectively to provide a robust and redundant approach to operational safety.

Emergency Preparedness and Environmental Risk Mitigation

The approved propane storage facility is located within an area where wildfire preparedness is a recognized environmental consideration. Borealis fully supports the review conducted by the Cascade Rural Fire District and recognizes the critical role of the Authority Having Jurisdiction (AHJ) in evaluating emergency preparedness, environmental risk mitigation, and appropriate response measures.

While the approved facility has been engineered and will be operated in accordance with NFPA 58 and all applicable regulatory requirements, Borealis recognizes that responsible risk management extends beyond engineering design alone. Effective emergency preparedness requires continuous situational awareness, documented response procedures, trained personnel, and close coordination with emergency management authorities.

Accordingly, Borealis maintains documented Emergency Preparedness and Response Plans as part of its Health, Safety and Environmental (HSE) Management System. These procedures are intended to supplement the engineered safeguards incorporated into the approved propane storage facility and establish a structured framework for responding to extraordinary environmental events, including wildfire, severe weather, and other emergency situations.

The emergency preparedness strategy is founded upon three principal components:

1. Continuous Monitoring

Borealis continuously monitors weather forecasts, wildfire activity, emergency management notifications, and other information issued by local, state, and federal authorities during periods of elevated environmental risk. This ongoing situational awareness allows potential hazards to be identified at the earliest practical opportunity so that appropriate protective measures may be implemented before conditions could reasonably affect the facility.

2. Defined Response Criteria

Documented emergency procedures establish predefined response criteria based upon credible environmental information and operational conditions. These criteria include forecasted wildfire activity within the surrounding area, evacuation orders, emergency directives issued by the Authority Having Jurisdiction, or any circumstance where qualified Borealis personnel determine that additional protective measures are appropriate to maintain the continued safe operation of the facility.

3. Coordinated Emergency Response

Emergency response activities are undertaken in coordination with the Cascade Rural Fire District and other Authorities Having Jurisdiction in accordance with established emergency response procedures. These

procedures define communication protocols, personnel responsibilities, operational controls, and mitigation measures appropriate to the circumstances of the event, ensuring that decisions are implemented in a timely, structured, and coordinated manner.

Borealis' emergency preparedness procedures are developed to support compliance with the Conditions of Approval established through Conditional Use Permit (CUP) 26-012 and are intended to complement the engineered safeguards incorporated into the approved propane storage facility. These procedures are routinely reviewed and updated as part of Borealis' Health, Safety and Environmental Management System to ensure continued alignment with recognized engineering practices, applicable regulatory requirements, and evolving emergency management protocols.

From an engineering perspective, effective emergency preparedness is founded upon advance planning rather than reactive decision-making. The integration of engineered safeguards, documented operating procedures, preventative maintenance, continuous environmental monitoring, predefined response criteria, employee training, and coordinated emergency management provides additional operational resilience and further enhances the safe operation of the approved propane storage facility during extraordinary environmental events.

Operational Flexibility and Emergency Preparedness

One of the Conditions of Approval established through Conditional Use Permit (CUP) 26-012 requires that transportation capability be available during the wildfire season (June through October) should relocation of the approved propane storage vessel become necessary. Borealis fully supports this requirement and considers it an additional administrative control that complements the engineered safeguards incorporated into the approved propane storage facility.

The approved ASME-certified propane storage vessel will be installed and operated as a fixed propane storage facility in accordance with all applicable engineering standards, regulatory requirements, and the Conditions of Approval established through CUP 26-012. **While the facility will operate as a fixed installation, its engineering design permits the storage vessel to be returned to a transport-ready configuration, where warranted, as part of an emergency response strategy.**

Unlike conventional permanently installed propane storage systems that are permanently affixed to foundations and require significant construction activities for removal, the approved storage vessel has been engineered to facilitate relocation using conventional commercial transportation equipment with minimal site modifications. This capability provides an additional level of operational flexibility that is generally not available with traditional fixed propane storage installations.

Any decision to relocate the storage vessel would be made only following an assessment of prevailing conditions and in coordination with the Authority Having Jurisdiction, including the Cascade Rural Fire District and other emergency management agencies. Public safety, responder safety, and the protection of surrounding properties would remain the overriding considerations in determining whether relocation is appropriate.

From an engineering and risk management perspective, this capability represents an additional independent layer of protection incorporated into the approved propane storage facility. While the facility is designed to operate safely in accordance with NFPA 58 and all applicable regulatory requirements, the ability to return the storage vessel to a transport configuration, where conditions warrant and under the direction of the Authority Having Jurisdiction, provides emergency responders with an additional risk mitigation option that further enhances the resiliency of the approved propane storage facility during extraordinary emergency events.

Professional Engineering Opinion

In forming this opinion, I have considered the engineering design philosophy applicable to commercial propane storage facilities, the requirements of NFPA 58, the Conditions of Approval established through Conditional Use Permit (CUP) 26-012, and the layered engineering and operational safeguards incorporated into the approved project.

Together with my professional experience in propane storage facilities, fuel systems, engineering coordination, regulatory compliance, construction, commissioning, and operational safety, it is my professional engineering opinion that the approved propane storage facility can be safely constructed, commissioned, operated, inspected, and maintained in accordance with:

- NFPA 58;
- All applicable federal, state, and local regulations;
- The Conditions of Approval established through Conditional Use Permit (CUP) 26-012; and
- The requirements of the Cascade Rural Fire District.

Closing

Borealis remains committed to working collaboratively with Valley County, the Cascade Rural Fire District, and all applicable regulatory authorities throughout the development, commissioning, and operation of the approved propane storage facility to ensure it is constructed, operated, inspected, and maintained safely, responsibly, professionally, and in full compliance with all applicable engineering standards, regulatory requirements, and the Conditions of Approval established through Conditional Use Permit (CUP) 26-012.

Beyond regulatory compliance, Borealis is committed to working cooperatively with Valley County and the Authority Having Jurisdiction to evaluate and implement reasonable enhancements to administrative controls, operational procedures, physical safeguards, and emergency preparedness measures where such enhancements are technically justified, practical, and contribute to the continued protection of the public, emergency responders, neighboring properties, and the environment. Borealis believes that effective risk management is founded on continuous improvement and remains committed to maintaining a facility that not only meets applicable engineering and regulatory requirements but reflects industry best practices in safety, operational excellence, and environmental stewardship.

Thank you for your consideration.

Respectfully submitted,



Scott Ross, CET

Project Manager

Borealis Fuels & Logistics Ltd.

Mobile: (403) 815-1006

Exhibit B



Heidi Schneider <heidischneider@gmail.com>

RE: Turn lane Construction

1 message

Kendra Conder <Kendra.Conder@itd.idaho.gov>

Thu, Jul 9, 2026 at 8:45 AM

To: Heidi Schneider [REDACTED]

Cc: Ryan Schneider [REDACTED]

Heidi,

Thanks for keeping me in the loop! 6-8 trips does not pose any concerns for us.

Kendra Conder

District 3 | Development Services Coordinator

Idaho Transportation Department

Office: 208-334-8377

Cell: 208-972-3190



YOUR Safety ••• YOUR Mobility ••• YOUR Economic Opportunity

Upcoming OOO: July 17-July 24

From: Heidi Schneider [REDACTED] >

Sent: Thursday, July 9, 2026 8:29 AM

To: Kendra Conder <Kendra.Conder@itd.idaho.gov>

Cc: Ryan Schneider <[REDACTED]>

Subject: Re: Turn lane Construction

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hey Kendra,

I wanted to follow up with you. It is looking like 6-8 trips could be possible. I assume that does not pose any concerns but want to confirm.

Let me know, thank you!

Heidi Schneider

Cell: [REDACTED] 1

On Mon, Apr 27, 2026 at 10:16 AM Kendra Conder <Kendra.Conder@itd.idaho.gov> wrote:

Hi Heidi,

Thank you for checking in! 4 trips/day does not pose any concerns for us. Please keep me updated if you feel that anticipated trips will change.

Kendra Conder

District 3 | Development Services Coordinator

Idaho Transportation Department

Office: 208-334-8377

Cell: 208-972-3190



YOUR Safety *** YOUR Mobility *** YOUR Economic Opportunity

From: Heidi Schneider <[REDACTED]@idaho.gov>

Sent: Wednesday, April 22, 2026 4:05 PM

To: Kendra Conder <Kendra.Conder@itd.idaho.gov>

Cc: Ryan Schneider <[REDACTED]>

Subject: Re: Turn lane Construction

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hi Kendra,

We have a small company interested in leasing approximately 2 acres from us, with access off Challis Lane (the entrance to Saddle Rock Subdivision).

*Exhibit C*JOSHUA J. LEONARD
JLEONARD@CLARKWARDLE.COM

July 14, 2026

Board of Valley County Commissioners
219 N. Main Street
P.O. Box 1350
Cascade, Idaho 83611

Re: CUP 26-012 -- Schneider Propane Storage

Dear Commissioners Caldwell, Maupin, and Thompson,

The purpose of this letter is to directly rebut one of the arguments made by the appellants in the above-captioned matter. Specifically, the appellants have argued that "Allowing the LPG company to use the Private Roads is a violation of the Saddle Rock Private Road Declaration."¹ THE APPELLANTS' ARGUMENT IS INCORRECT.

By way of background, I am the attorney that drafted the Declaration of Private Road Maintenance Duties and Obligations for Saddle Rock Subdivision, which was recorded as Instrument No. 454118 in the official records of Valley County, Idaho, on November 9, 2022 ("Saddle Rock Road Maintenance Declaration"). I also drafted all of the following related instruments:

- the First Amendment to Declaration of Private Road Maintenance Duties and Obligations for Saddle Rock Subdivision, which was recorded as Instrument No. 2024-463660 in the official records of Valley County, Idaho on June 25, 2025;
- the Second Amendment to Declaration of Private Road Maintenance Duties and Obligations for Saddle Rock Subdivision, which was recorded as Instrument No. 2024-467125 in the official records of Valley County, Idaho on December 31, 2024;

¹ Although the appellants have called the instrument they refer to the "Saddle Rock Private Road Declaration," the instrument they actually provided and highlighted is the *Declaration of Private Road Maintenance Duties and Obligations for Saddle Rock Subdivision*, which is a different instrument altogether. Regardless of which instrument they reference, though, the appellants' argument is incorrect, both as a matter of fact and as a matter of law. Both the Declaration of Private Roads and the Saddle Rock Road Maintenance Declaration authorize the annexation of additional property, and neither instrument restricts the use of such annexed property.

- the Third Amendment to Declaration of Private Road Maintenance Duties and Obligations for Saddle Rock Subdivision, which was recorded as Instrument No. 2025-004193 in the official records of Valley County, Idaho on August 27, 2025; and
- the Fourth Amendment to Declaration of Private Road Maintenance Duties and Obligations for Saddle Rock Subdivision, which was recorded as Instrument No. 2025-005776 in the official records of Valley County, Idaho on October 23, 2025.

The provision of the Saddle Rock Road Maintenance Declaration² highlighted and cited by the appellants as the basis of their argument reads:

Declarant expressly reserves and retains unto itself, and to its designated successors and/or assigns, the right to add any property to the Subject Property benefitted by the ingress and egress over the Private Roads, and to annex and incorporate other real property and make such other real property subject to the rights and obligations contained in this Declaration, regardless of whether such other real property is within Saddle Rock Subdivision. Accordingly, Declarant may, in its sole and unfettered discretion, at any time, add any real property to the Subject Property, thereby making such additional other real property subject to the terms and conditions of this Declaration.

(Section 1.f, Saddle Rock Road Maintenance Declaration, in pertinent part.) Citing that provision, the appellants argue that “all properties must adhere to the terms and conditions of the Private Road Declaration regardless of they are or are not part of Saddle Rock” The appellants then highlight and cite the following provision from the Saddle Rock Road Maintenance Declaration:

Nothing in this Declaration is intended, and it shall not be interpreted or deemed, to constitute a gift or dedication of any portion of the Private Roads to the general public or for the benefit of the general public or for any public purpose whatsoever, other than those expressly contained herein, it being the intention that this Declaration shall be strictly limited to and for the purposes expressed herein; notwithstanding the foregoing, any and all additional lots and/or property to/from/for which Declarant authorizes access via the Private Roads shall have the rights ascribed in whatsoever instrument used to grant, reserve, or convey such rights of ingress/egress via the Private Roads.

² Again, the appellants have incorrectly called the Saddle Rock Road Maintenance Declaration the “Private Road Declaration.” Although both the Saddle Rock Road Maintenance Declaration and the Private Road Declaration exist and have been recorded, they serve very different purposes. Misidentifying one as the other only creates confusion.

(Section 7, Saddle Rock Road Maintenance Declaration.) The appellants incorrectly argue that this provision somehow restricts the use of properties annexed into and added to the property covered by the Saddle Rock Road Maintenance Declaration—nothing could be further from the truth. This provision simply states that the roads that are subject to the Saddle Rock Road Maintenance Declaration are private roads, not public roads. This provision does not limit the use of the private roads in any way. The appellants' argument is wrong, both factually and legally.

The Schneiders have the express right, as stated in both the Saddle Rock Road Maintenance Declaration and the Private Road Declaration, to annex additional real property into the land covered by those declarations. Further, neither the Saddle Rock Road Maintenance Declaration nor the Private Road Declaration prohibits the type of use proposed by the Schneiders. The appellants' argument is wrong. The use proposed by the Schneiders will have every right to use the private roads of the Saddle Rock subdivision.

Very truly yours,

A handwritten signature in black ink, appearing to read 'J. Leonard', with a stylized, cursive script.

Joshua J. Leonard, Partner