



CHAPTER 19. - IL—LIGHT INDUSTRIAL DISTRICT/ZONE

Sections:

10-19-1. - Description and purpose.

The IL light industrial district is intended to create, preserve and enhance areas containing a wide range of **manufacturing** and related establishments, and is typically appropriate to areas providing a wide variety of sites with good rail or highway access.

(Ord. No. 4617, § 1(Exh. A), 10-4-2021)

Light Industrial (IL) Land Uses	
Permitted Uses	Conditional Uses (CUP Required)
Accessory use or building ¹	Airport, heliports, landing fields, etc.
Administrative and sales offices related to industrial uses	Alcohol Sales Establishment, Primary Use ²
Agricultural supply	Asphalt plant
Agricultural, general (no slaughterhouses in GB, IL or IP zone)	Auditorium
Ambulance service	Bank/credit union
Animal shelter	Bowling alley
Animals, agricultural ⁴	Carnivals, circuses, amusement parks (over 2 weeks long)
Animals, defined as pets	Community center (subject to chapter 1 of this title) ²
Apiaries	Concession
Appliance repair	Concrete batching and mixing
Aquarium	Convenience store
Arboretum	Crematorium
Art gallery	Dance hall
Auction sales (no livestock in BC)	Daycare/day nursery/pre-school (commercial) ³
Automobile body, paint shop	Department store
Automobile or truck repair	Dry cleaner, coin operated, custom and self-service
Automobile or truck sales, new	Dry cleaner, coin operated, no on-site cleaning plant
Automobile or truck sales, used	Fairground
Automobile parking lot/garage, private ²	Farm and garden supply
Automobile parts and accessories	Feedlot or dairy (no slaughterhouses in GB, IL or IP zone)
Blood bank	Fish farm

Industrial Land Use/ Building Occupancy Type	U	AG	RA	RS	HC	RD	RML	RMH	RP	BN	DB	DV	DH	BC	GB1	GB2	GBE	IP	IL	IH
animals, offal or refuse																				
Lumberyard, retail											C	C		P					P	P
Machine shop	P											C		C	C			C	P	P
Manufacture, assembly or packaging of products from previously prepared materials	P													C	C	C		P	P	P
Manufacture, compounding, bottling, processing, packaging, or treatment of food and beverage products	P																	P	P	P
Manufacturing, compounding, processing, assembling, packaging, treatment or fabrication of the following products: textile, apparel and related items, building materials, furniture and fixtures, paper, chemicals and chemical products, petroleum, electronic, concrete, rubber, plastic, metal, professional and scientific, or any combination thereof	P														C			P	P	P



SUNROC BUILDS COMMUNITY

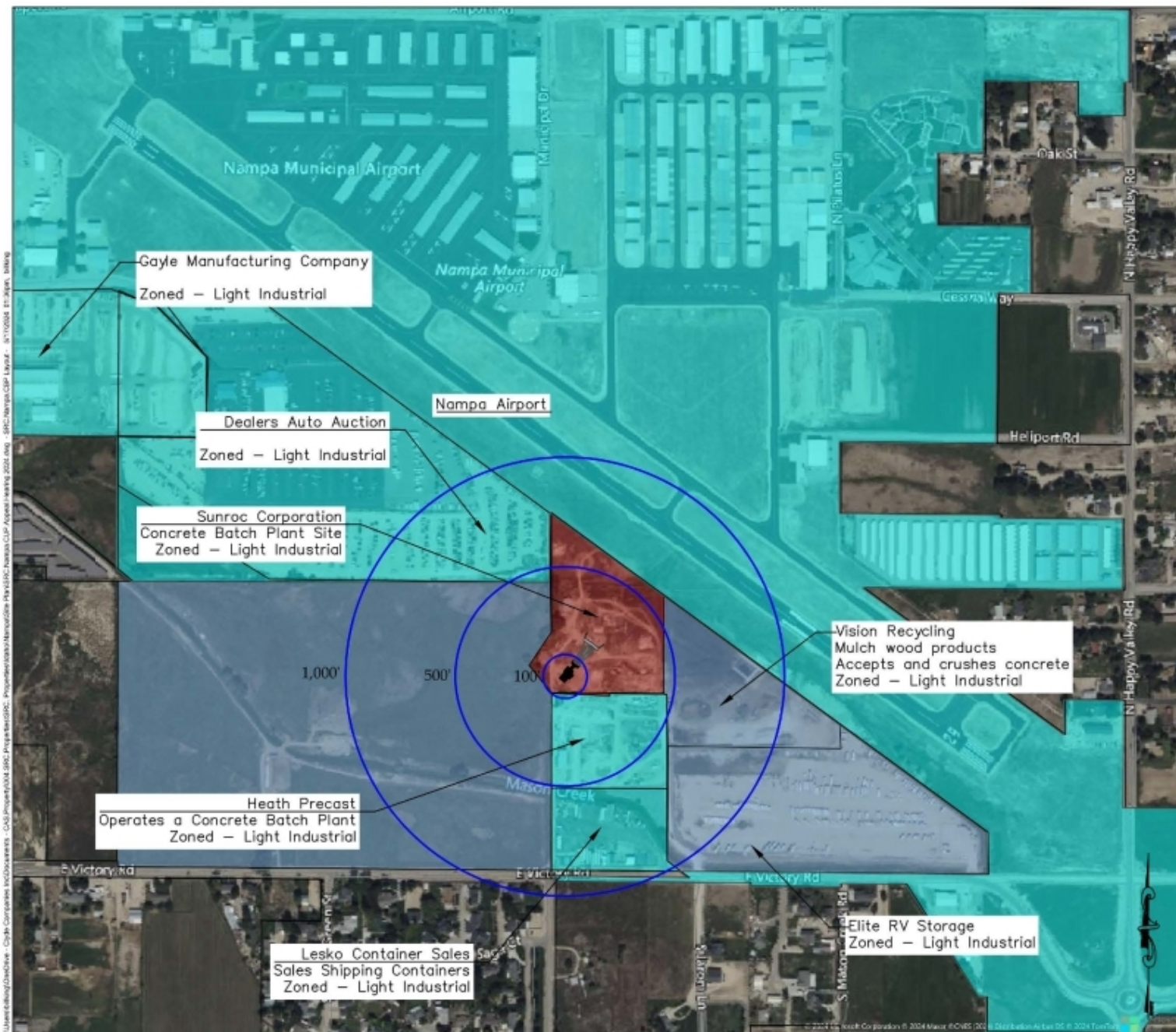


Our Sunroc mission centers on three pillars:

- We value people – our employees, our customers and our neighbors.
- We provide quality products and services with quality processes.
- We give back to the communities where we work and live.






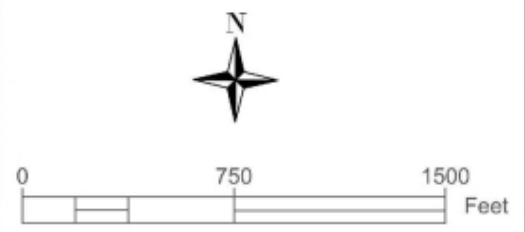
C:\Users\johnd\OneDrive - Clyde Concrete Inc\Documents - CAD Projects\2024\SUNROC Nampa CLP Project\2024\SUNROC Nampa CLP Project.dwg - 3/11/2024 11:30am, 3/11/2024



Vicinity Map
(NTS)

CONCRETE MANUFACTURING FACILITY

-  NAMPA CITY LIGHT - INDUSTRIAL ZONE
-  CANYON COUNTY - LIGHT INDUSTRIAL ZONE
-  SUNROC PROPERTY - LIGHT INDUSTRIAL ZONE





SUNROC CORPORATION
730 N 1500 W
ORON, UTAH 84057
801-802-6900

Nampa Concrete Facility
39N. Picard Lane, Nampa Idaho
SL 524, T3N, R2W, Boise

Drawn:	BK	Checked:	BG	Approved:
Sunroc, Nampa Concrete Facility				
Project:				
Project Number:				

1 of 1
Sheet No.



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ANM-2253-OE

Issued Date: 04/07/2023

BILL KING
CLYDE COMPANIES
730 N 1500 W
OREM, UT 84057

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Silo #1
Location:	Nampa, ID
Latitude:	43-34-43.06N NAD 83
Longitude:	116-31-21.18W
Heights:	2521 feet site elevation (SE) 79 feet above ground level (AGL) 2600 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 10/07/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.



I'm not sure on the amount of dust or smoke a batch plant would create. Depending how much dust is created it could create a visibility issues near the runway on a windy day. Again, not sure if this is an issue.

We will need top heights of all the buildings to check for any obstructions and they should submit a 7460 to the FAA.

Overall, I have no major objections to their layout as long as we can address the items above.

Thanks,

Toby J. Epler, P.E. (ID, OR, & WA)

From: Monte Hasl <haslm@cityofnampa.us>
Sent: Wednesday, February 8, 2023 10:35 AM
To: Toby Epler <tepler@jub.com>
Subject: [EXTERNAL] FW: Concrete Batch Plant

External Email - This Message originated from outside J-U-B ENGINEERS, Inc.

Hello Toby,

Could you take a look at this and advise if we should we have any concerns?

Thanks,
Monte



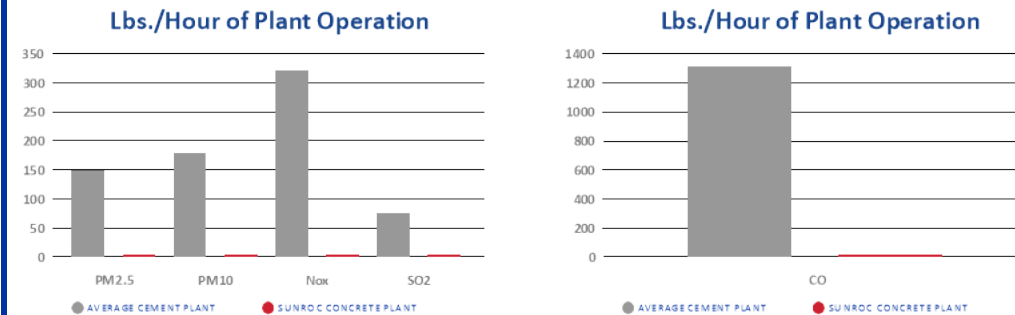


CORRECTING MISCONCEPTIONS

CEMENT PLANT VS CONCRETE PLANT

At Sunroc, we value people and strive to ensure all voices are heard. As we listen to comments and concerns from residents and surrounding businesses, we've learned of a public misconception surrounding our concrete batch plant. Much of the fear and concern regarding air pollution and dust is based on the thought of our concrete batch plant as a cement plant.

- Cement plants have much higher emissions than concrete plants
- Cement is a fine powder that easily emits dust and particulate matter
- Concrete is made of thick aggregate materials: sand and gravel
- The graphs below give a visual representation of cement plant emissions vs concrete plant emissions.
(PM2.5 and PM10 relate to dust emissions; Nox, SO2 and CO are your gaseous emissions)



Comparing the emissions of a concrete plant to a cement plant is like comparing the emissions of a 5.5 hp gas lawnmower to a 4500 hp diesel locomotive.



Proximity Matters

- Concrete plants bring efficient and high standard, tailored concrete production much closer to the job site.
- Costs rapidly increase when you must haul concrete in rather than source them near the job site.





