



DATE: January 3, 2024

TO: Planning and Zoning Department

FROM: Peter Nielsen, Sr. Eng. Plans Examiner

CC: Caleb LaClair, P.E., Nampa Assistant City Engineer

CC: Daniel Badger, P.E., Nampa City Engineer

CC: Tom Points, P.E., Nampa City Public Works Director

APPLICANT: Sunroc Corporation

OWNER: Sunroc Corporation

ADDRESS: 39 N Picard Ln

RE: **CUP-00328-2023 – Concrete Batching & Mixing in IL Zone**

The Engineering Division does not oppose this application with the following comments and recommended conditions.

Comments:

1. A pre-application meeting was held for this project with Nampa Engineering Division, Planning & Zoning staff on November 15, 2023. Engineering Division notes from that meeting are attached with this memo.
 - All future development of this lot shall adhere to Engineering requirements as described here and in the attached meeting notes.
2. Streets providing access are as follows
 - E Victory Rd – classified a Minor Arterial, with a 35-mph speed limit.
 - N Cajun Ln – Private, Local Road
 - E Bourbon Ln – Private, Local Road
 - N Picard Ln – Private, Local Road
3. A Traffic Impact Study (TIS) is required for any project generating more than 100 new vehicle trips during any peak hour or 1,000 new daily trips (total in and out vehicular movements).
 - A limited scope traffic analysis will be required to look at access safety, visibility, and turn lane warrant analysis given the Victory Rd rural section.
4. Development access is required to adhere to current City Access Management Policy.
 - Upon development the existing culvert at N Cajun Ln will need to be improved at sufficient width and section for emergency vehicles to support emergency vehicles and daily mix truck loads.
 - Please note: The existing access at E Victory Rd and across from S Jarom Ln has not been reviewed/ approved by either City of Nampa or Nampa Meridian Irrigation District and

would need both approvals prior to allowing its use. If pursuing this as an option for sit access, the following submittals will be required at a minimum:

- i. Provide data which confirms the culvert can support repeated loads from both concrete mix trucks and emergency vehicles.
- ii. Provide data that confirms the culvert does not constrict the flow of Mason Creek and that it does not contribute to altering the existing Mason Creek Floodplain in any way.
- iii. If this data cannot be obtained/ provided, the access may not be used until such time that it is upgraded and/ or replaced to meet City of Nampa, Nampa Meridian Irrigation District, and all other entities having jurisdiction approval.

•

5. Nampa Bike & Ped Master Plan identifies a future pathway along Mason Creek.
6. City utility availability:
 - 8" sewer stub currently existing at the north side of Mason Creek in N Cajun Ln.
 - 12" water main in E Victory Rd.
 - 6" pressure irrigation main at SW corner of E Victory Rd/ S Grays Ln intersection.

Recommended Conditions:

1. Applicant/Owner shall comply with all City Codes, Policies, and Standards in place at the time of property development/redevelopment.
2. Any onsite wells shall be abandoned and/or removed in accordance with Local and State regulations at the time of property development/redevelopment and prior to connection to City services.

Existing onsite wells may continue to be used solely as water supply for the batch plant operation. No cross connection between well and the City's domestic water system will be permitted.

3. Utility connection fees shall be paid at time of Building Permit.
4. Property shall be annexed in the Nampa Municipal Irrigation District at the time of connection to pressure irrigation and prior to being served by the City's pressure irrigation system. Applicant/ Owner shall provide documentation to the Nampa Engineering Division verifying water rights for the full parcel.
5. Site access shall adhere to current City of Nampa Access Management Policy and all comments concerning site access as described above.
6. Development/Redevelopment of the property shall comply with conditions and requirements defined in the existing Aviation Easement established in 1975 and as Instrument No. 755201 in the records of Canyon County, Idaho.
7. The Applicant shall file FAA Form 7460 prior to commencing the building of any structure(s) on the property.

Figure 1 – Utility Map





NAMPA MUNICIPAL AIRPORT

116 MUNICIPAL DRIVE, NAMPA, ID 83687

O: 208-468-5823

F: 208-442-2787

MEMO

To: Planning and Zoning Commission

FROM: Montgomery Hasl, Airport Superintendent

DATE: January 17, 2024

**RE: Proposed Concrete Plant at 39 N. Picard
Public Hearing January 23, 2024**

I'm writing to express the Airports concern of possible dust and contaminants being blown over the Nampa Airport. The proposed plant location is directly south of the sole runway at the Airport.

On windy days dust clouds from properties south of our runway sometimes form and blow directly over our runway. Pilots have reported having to "go-around" due to visual obstruction. Engines may ingest particulates also. The Airport would like to be assured any dust and particulates generated from the plant do not interfere with the airports operational safety.

Candace Fry

From: Patrick Sullivan
Sent: Monday, January 22, 2024 1:57 PM
To: Candace Fry
Subject: RE: Sunroc Concrete Batch Plant - CUP-00328-2023

Commercial Buildings or Multifamily Apartment Buildings:

The Building Safety Department has reviewed the planning application with the following conditions: The project is subject to all required building codes and related permits based on the requirements of City Ordinance -Title 4 – Building Regulations. Specifically, new commercial buildings, multi-family apartment buildings, commercial structures, and remodels are required to obtain a building permit with associated sub-permits for each building or structure prior to starting construction. Drawings are required to be designed and stamped by Idaho licensed design professionals. Each new commercial, residential multi-family apartment building, or single-family project is required to apply for a separate building permit with associated sub-permits for each individual structure.

Feel free to call me with any questions.

Sincerely,



Patrick Sullivan – CBO, AIA
Director of Building Safety

[City of Nampa](#)

Phone: 208.249.5134

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NAMPAReady

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From: Candace Fry <fryc@cityofnampa.us>
Sent: Tuesday, December 19, 2023 9:21 AM
Subject: Sunroc Concrete Batch Plant - CUP-00328-2023

Good Morning,

RE: Conditional use permit for Sunroc Concrete Batch Plant – CUP-00328-2023

I have attached for your review the application for conditional use permit for the operation of a concrete batch plant in an IL (Light Industrial) zoning district at 39 N Picard Ln (a 7.83 acre parcel #3174500000, located in the S 1/2 of Section 24, T3N, R2W, BM), for Sunroc Corporation (CUP-00328-2023). Original Concept: Development and operation of a concrete batch plant.

This application will go before the Planning and Zoning Commission as a public hearing item on the January 23, 2024 agenda.

Communities in Motion (CIM) Development Review Checklist

Development Name: Sunroc Concrete Batch Plant

CIM Vision Category: Existing Neighborhood

Consistent with **CIM Vision**? YES

New Households: 0 New Jobs: ±30



Safety

How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

N/A

Pedestrian level of stress N/A

Bicycle level of stress N/A



Economic Vitality

To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access ☒

Impact on Existing Surrounding Farmland ☒

Net Fiscal Impact N/A



Convenience

What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop ☐

Nearest public school ☒

Nearest public park ☒



Quality of Life

Checked boxes indicate that additional information is attached.

Active Transportation ☐

Automobile Transportation ☐

Public Transportation ☐

Roadway Projects ☒



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

Based on the site plan provided, COMPASS has no additional comments.

Who we are: The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with [Communities in Motion](#), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available [online](#). See the [Development Review User Guide](#) for more information on the red, yellow, and green checklist thresholds.

Sent: 1/9/24



<https://compassidaho.org/>



info@compassidaho.org



Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the [COMPASS Complete Network Policy \(No. 2022-01\)](#). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network [map](#) for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

Corridor Name:

N/A

Primary Use:

N/A

Secondary Use:

N/A

Parking Management

- ✓ Promote vigorous enforcement of 'no parking' zones in loading bays and near alleys and access points

Long-Term Funded and Unfunded Capital Projects

**CIM Priority
Corridor:**

Happy Valley Road (Locust Lane to Stamm Lane)

Widening Happy Valley Road (Locust Lane to Stamm Lane) to three lanes as an unfunded project in *Communities in Motion 2050*.

More information on transportation needs and projects based on forecasted future growth is available at: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

Keana Poach

From: Peter Nielsen
Sent: Wednesday, January 3, 2024 11:47 AM
To: Planning-Zoning Staff
Cc: Caleb Laclair; Daniel Badger; Tom Points
Subject: RE: Sunroc Concrete Batch Plant - CUP-00328-2023
Attachments: CUP-00328-2023_EngDiv Memo.docx; CUP-00328-2023_EngDiv Memo.pdf; 39 N Picard_EngrDiv Preapp Notes.docx

Hello,

Engineering comments for this CUP application are attached for your use. Many of the comments are recycled from the previous CUP application (CUP-00303-2022), and recent pre-app meeting notes are also attached and referred to.

Contact me if there are any questions.

Thanks

Peter Nielsen

Sr Engineering Plans Examiner, Engineering

O: 208.565.5252, C: 208.250.0331

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From: Caleb Laclair <laclairc@cityofnampa.us>
Sent: Tuesday, December 19, 2023 11:22 AM
To: Peter Nielsen <nielsenp@cityofnampa.us>
Subject: FW: Sunroc Concrete Batch Plant - CUP-00328-2023

I think this is a reapplication for a previously approved CUP that had expired.

Caleb LaClair, P.E.

Assistant City Engineer, Engineering

O: 208.468.5422, C: 208.250.2679

From: Candace Fry <fryc@cityofnampa.us>
Sent: Tuesday, December 19, 2023 9:21 AM
Subject: Sunroc Concrete Batch Plant - CUP-00328-2023

Good Morning,

RE: Conditional use permit for Sunroc Concrete Batch Plant – CUP-00328-2023

I have attached for your review the application for conditional use permit for the operation of a concrete batch plant in an IL (Light Industrial) zoning district at 39 N Picard Ln (a 7.83 acre parcel #3174500000, located in the S 1/2 of Section 24, T3N, R2W, BM), for Sunroc Corporation (CUP-00328-2023). Original Concept: Development and operation of a concrete batch plant.

This application will go before the Planning and Zoning Commission as a public hearing item on the January 23, 2024 agenda.



EXCELLENCE
SERVICE
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ADMINISTRATIVE OFFICE
9 – 12th Avenue South Nampa, ID 83651

208.468.5770

DATE: January 15, 2024

TO: City of Nampa – Planning and Zoning

FROM: Ron Johnson, Nampa Fire District, Fire Marshal

APPLICANT: Sunroc Corporation

OWNER: Sunroc Corporation

PROJECT ADDRESS: 39 N. Picard Lane, Nampa, ID 83687

RE: CUP-00328-2023

This application is for a Conditional Use Permit approval to install and operate a concrete batch plant at 39 N. Picard Ln.

The Nampa Fire Department does not oppose the application subject to compliance with all the following code requirements and conditions of approval.

Conditions:

1. Fire Department required fire hydrants, access, and street identification shall be installed prior to construction or storage of combustible materials on site. Provisions may be made for temporary access and identification measures.
2. Fire hydrants, capable of producing the required fire flow, shall be located along approved fire lanes. Fire hydrant spacing shall meet the requirements of IFC table C105.1.1 (IFC 507.3, IFC B105.2, IFC C105). All new buildings shall have a fire hydrant installed within 400 feet of the far point of the building.
3. Structures greater than 30-feet in height will require aerial fire access roadways. These roadways shall be a minimum of 26-feet in width and located at least 15-feet but no more than 30-feet from the building. (IFC D105)

4. Dead-end fire apparatus access roads exceeding 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus. (IFC 503.2.5)
5. Fire apparatus access roads shall extend to within 150 feet of all portions of the exterior walls of the first story of a building measured by an approved route around the exterior of the building or facility. (IFC 503.1.1)
6. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. (IFC 503.2.1) Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet exclusive of shoulders. (IFC D103.1)
7. The minimum outside turning radius of a fire apparatus access road shall be 48 feet. The minimum inside turning radius shall be 28 feet. (IFC 503.2.4)
8. Fire apparatus access roads shall have an approved driving surface of asphalt, concrete or other approved driving surface and can support the imposed load of fire apparatus weighing at least 75,000 pounds. (IFC D102.1)
9. Fire apparatus access roads shall not exceed 10 percent in grade. (IFC D103.2)
10. For streets having a width less than 33 feet back of curb to back of curb parking shall be restricted on one side; for streets having a width less than 27 feet back of curb to back of curb parking shall be restricted on both sides. A note on the face of the final plat is required noting the parking restriction prior to signing of the final plat. In addition, No Parking signs shall be installed in accordance with the requirements of the IFC. (IFC 503.8)



FIGURE D103.6 FIRE LANE SIGNS



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ADMINISTRATIVE OFFICE
9 – 12th Avenue South Nampa, ID 83651

208.468.5770

11. Access gates shall comply with requirements of the IFC. If gates are electronically operated, they shall be equipped with an automatic opening mechanism activated by the Opticom system. Automatic gates shall be designed, constructed, and installed to comply with the requirements of ASTM F2200 and listed in accordance with UL 325. Manual gates shall be secured with a Knox brand padlock (IFC 503.6, D103.5).
12. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges where required by the fire code official.
13. Specific building construction requirements of the International Building Code, International Fire Code and City of Nampa Code will apply. However, these provisions are best addressed by a licensed Architect at time of building permit application.

Emergency Response Time Analysis and Service Impact:

1. The Nampa Fire District Strategic plan states the response objective for Nampa Fire District is to arrive to 90% of emergency medical incidents within 5 minutes of the alarm time, and within 5 minutes and 20 seconds to fire incidents. To accomplish these response time objectives requires that travel distances be approximately 1 ½ miles from the nearest fire station. This development is located approximately 1.3 miles from Nampa Fire Station 5 with an approximate response time of 4 minutes.
 - a. Infrastructure additions and capitol purchases for Fire District services are funded through development impact fees. Impact fees collected for each building at the time of building permit applications will be \$0.63 per square feet of new commercial or industrial building area.

Candace Fry

From: Ron Johnson <johnsonrl@nampafire.org>
Sent: Thursday, May 2, 2024 5:13 PM
To: Planning-Zoning Staff
Subject: RE: [EXTERNAL]Sunroc Concrete Batch Plant- APL-00020-2024, CUP-00328-2024

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Good afternoon,

Nampa Fire District did not oppose the original application and has no further comments for the appeal.

Thanks,



Ron Johnson
Deputy Chief / Fire Marshal
9 12th Ave South, Nampa, ID
O: 208.468.5760
C: 208.250.7005
[Nampa Fire Website](#) - [Facebook](#)

From: Candace Fry <fryc@cityofnampa.us>
Sent: Monday, March 18, 2024 10:43 AM
Subject: [EXTERNAL]Sunroc Concrete Batch Plant- APL-00020-2024, CUP-00328-2024

Some people who received this message don't often get email from fryc@cityofnampa.us. [Learn why this is important](#)

CAUTION: This email originated outside the Nampa Fire domain. DO-NOT CLICK on links or open attachments unless you recognize sender email or are sure content is safe.

Good morning,

RE: Sunroc Concrete Batch Plant- APL-00020-2024, CUP-00128-2024

I have attached for your review the application for Appeal of Planning & Zoning Commission Denial of Conditional Use Permit for Concrete Batching & Mixing in an IL (Light Industrial) zoning district at 39 N Picard Ln (a 7.83 acre parcel #3174500000, located in the S 1/2 of Section 24, T3N, R2W, BM), for Sunroc Corporation (CUP-00328-2023, APL-00020-2024). Original Concept: Development and operation of a concrete batch plant.

This application will go before City Council as a public hearing item on the May 20, 2024 agenda.

Please return all comments to the Planning and Zoning Staff (pzall@cityofnampa.us) prior to May 10, 2024.



Nampa & Meridian Irrigation District

1503 FIRST STREET SOUTH
FAX #208-463-0092

NAMPA, IDAHO 83651-4395
nmid.org

OFFICE: Nampa 208-466-7861
SHOP: Nampa 208-466-0663

December 20, 2023

City of Nampa
Planning & Zoning
500 12th Avenue South
Nampa, ID 83651

RE: CUP-00328-2023/ Sunroc Concrete Batch Plant; 39 N. Picard Ln

To Whom It May Concern:

Nampa & Meridian Irrigation District (NMID) requires a filed Land Use Change Application to review prior to final platting. All private laterals and waste ways must be protected.

The Districts Mason Creek Drain courses through this property with a minimum easement of one hundred feet (100') total, fifty feet (50') each side. The Districts North Dobson Drain courses along the west side of this property with a minimum easement of sixty feet (60') total, twenty feet (20') left and forty feet (40') right facing downstream. The Districts South Dobson Drain courses along the west side of this property with a minimum easement of sixty feet (60') total, forty feet (40') left and twenty feet (20') right facing downstream.

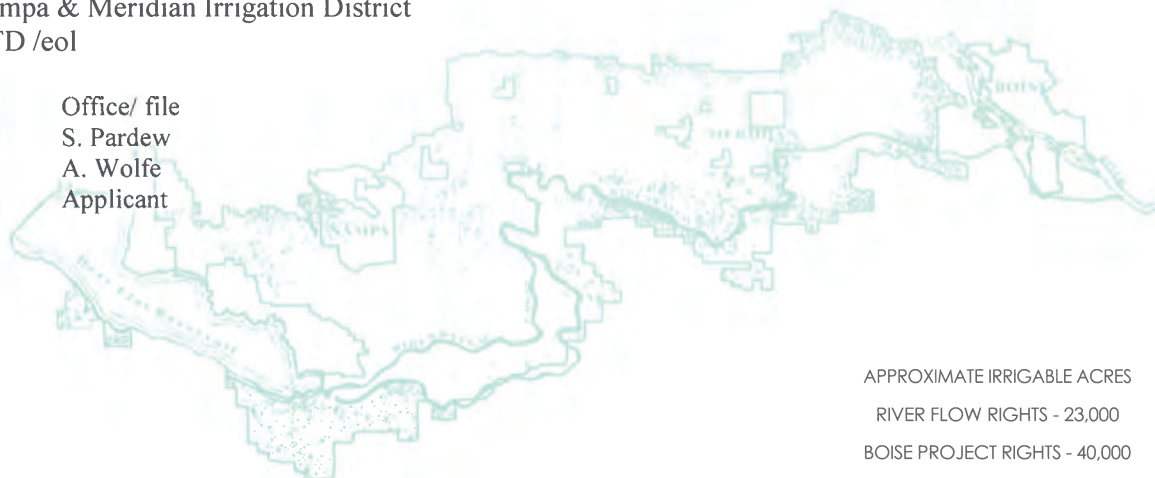
This easement must be protected. Any encroachment without a signed License Agreement and approved plan before construction is unacceptable.

All municipal surface drainage must be retained on site. If any municipal surface drainage leaves the site, NMID must review drainage plans. Developer must comply with Idaho Code 31-3805. Please feel free to contact me for further information.

Sincerely,

David T. Duvall
Asst. Water Superintendent
Nampa & Meridian Irrigation District
DTD /eol

Cc: Office/ file
S. Pardew
A. Wolfe
Applicant



APPROXIMATE IRRIGABLE ACRES
RIVER FLOW RIGHTS - 23,000
BOISE PROJECT RIGHTS - 40,000



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028

(208) 334-8300 • itd.idaho.gov

January 8, 2024

City of Nampa Planning & Zoning Department
500 12th Ave S.
Nampa, ID 83651

VIA EMAIL

Development Application	CUP-00328-2023
Project Name	Sunroc Concrete Batch Plant
Project Location	South of I-84B MP 60.4 on E. Victory Rd btwn N. Kings Rd and N. Happy Valley Rd
Project Description	Development and operation of a concrete batch plant.
Applicant	Leland Gammell; Sunroc Corporation

The Idaho Transportation Department (ITD) reviewed the referenced application(s) and has the following comments:

1. The parcel abuts the Nampa Municipal Airport. Please ensure that you have been in contact with Flo Ghighina (208)334-8895, ITD Division of Aeronautics, to ensure this development is within FAA regulations and guidelines.
2. ITD does not object to the construction of Sunroc Concrete Batch Plant as presented in the application.

If you have any questions, you may contact me at (208)334-8337.

Sincerely,

Niki Benyakhlef

Niki Benyakhlef
Development Services Coordinator
Niki.Benyakhlef@itd.idaho.gov



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
1390 W Gowen Road, Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

February 23, 2024

Monte Hasl
Nampa Airport Director
Delivered Via Email

RE: SUNROC plant near airport

We have a long history for involvement with planning and implementation of safety measures. Our laws have helped us to create and protect airports, aviators, and airport neighbors.

One of our primary functions is to protect against incompatible land uses and their encroachment on or near a public airport. Per Idaho Land Use Guidelines Chapter 5 we recommend the prohibition of the siting of new industrial uses where, as a part of regular operations, would cause emissions of smoke, dust or steam that would obscure visibility within airport approach corridors. The location of the SUNROC plant is directly in the turn pattern which leads into an approach corridor. Possible steam, smoke, or dust could obscure the vision of pilots or create turbulence which is considered an aviation hazard leading to an incompatible land use around the airport. An incompatible land use at or near airports may result in the creation of hazards to air navigation, noise- related incompatible land use within grant funded aircraft noise compatibility land, and residential construction and its resultant impacts built on or in the vicinity of airport property.

The position of the Division of Aeronautics is based upon the statutes governing the administration of Aeronautics in Idaho. The following two sections of Idaho Code state our position and direction clearly.

21-502. AVIATION HAZARDS CONTRARY TO PUBLIC INTEREST. It is hereby found that an aviation hazard endangers the lives and property of users of the airport and of occupants of land in its vicinity, and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking off and maneuvering of aircraft thus tending to destroy or impair the utility of the airport and the public investment therein. Accordingly, it is hereby declared: that the creation or establishment of an aviation hazard is a public nuisance and an injury to the community served by the airport in question; that it is therefore necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of aviation hazards be prevented.

21-513. DECLARATION OF POLICY. As a guide to the interpretation and application of this act, the public policy of this state is declared to be that any hazard to the safety of air flight may cause disastrous and needless loss of life and property, that safety in air flight is of paramount importance for the protection and well-being of the people, that the use of the air space is constantly increasing and is vital to the continued growth, development and enjoyment of the great natural resources and economy of this state and that the general welfare of the citizens of this state requires, under the powers of the state, that maximum safety precautions to air commerce be enacted and maintained.



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
1390 W Gowen Road, Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

An aviation hazard, as defined by Idaho Code, is contrary to public interest and maximum safety precautions to air commerce must be enacted and maintained. An obstruction, to include steam, smoke, or dust, that penetrates an imaginary surface, and has an adverse effect on the safe and efficient utilization of the navigable airspace is highly discouraged by the Division of Aeronautics. Additionally, the use of land that endangers the lives and property of users of an airport, or of occupants of land in its vicinity, and that reduces the size of the area available for landing, taking off and maneuvering of aircraft is an aviation hazard.

Airports provide the community access to essential services such as life flight, agricultural and firefighting activity to name a few. Many airports also serve as a vital local, regional, state, and national point of connectivity. As a result, the airport also represents an important economic engine by directly providing local jobs as well as other indirect economic impacts to a community. The Nampa Airport currently contributes to the economy:

<u>Jobs</u>	<u>Wages</u>	<u>GDP</u>	<u>Output</u>
575	\$26M	\$11M	\$25M

Many Idaho airports have received substantial financial investment from the FAA and/or ITD Aero for many years. Airport owners themselves have invested significant funding into their airports to both operate and maintain them. Proactive planning around the airport, including effective land use planning, will help ensure the airport system is protected and can operate for the long term thus protecting the substantial federal, state, and local investment.

Grant Assurances and Sponsor Obligations are specific requirements that the airport sponsors must ensure adherence to in order to protect the airport's airspace and prevent incompatible land uses around the airport through zoning. Failure to do so may result in the FAA and ITD Aero no longer funding the airport if they do not believe the airport sponsor has taken reasonable steps to protect the airport from incompatible development. The duration of these grant assurances and sponsor obligations is a period of 20 years from when the airport sponsor received the last grant with the exception of grant assurances associated with land acquisitions. The grant assurances and sponsor obligations associated with land acquisitions exist into perpetuity or until the land is sold (at fair market value) and the grant monies are paid back to the FAA. For more information on FAA policy on grant assurances, see FAA Order 5190.6, FAA Airport Compliance Manual or contact the Division of Aeronautics, Airport Planning and Development section for Idaho policy. Without going into detail, the following list is a reference and reminder of the assurances.

AIRSPACE

Idaho Code, Title 21, Aeronautics, Chapter 5 -Airport Zoning Act State Assurance #23

Idaho Administrative Code (IDAPA 39) - Idaho Transportation Department, Division of Aeronautics, 39.04.01



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
1390 W Gowen Road, Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

COMPATIBLE LAND USE

SPECIAL NOTE: The FAA does not have statutory authority to mandate to airport sponsors the specific land use methods you must implement in order to achieve land use compatibility around your airport. Rather, the land use planning action(s) taken by you, the sponsor, must be considered "reasonable" to the FAA.

FAA Grant Assurance #6 - Local Plans

FAA Grant Assurance #21- Compatible Land Use State Grant Assurance #17

State Grant Assurance #23

Idaho Code, Title 21, Aeronautics, Chapter 5 -Airport Zoning Act.

Idaho Code, Title 67, State Government and State Affairs, Chapter 65 - Local Land Use Planning.

Idaho Administrative Code (IDAPA 39)- Idaho Transportation Department, Division of Aeronautics, 39.04.01

I want to thank you for taking the time to consider this matter. Should you have any questions or concerns please do not hesitate to contact us.

Jennifer L. Schildgen, CM
Airport Planning Manager
Idaho Division of Aeronautics

Jennifer L. Schildgen

Cc: Thomas Mahoney, Idaho Division of Aeronautics Administrator
Steffen Verdin, Airport Planner

Attachments:
Airport Economic Impact Brochure
ACRP Planning Brochure

Candace Fry

From: Justin Green
Sent: Monday, March 18, 2024 1:14 PM
To: Planning-Zoning Staff
Cc: Kent Lovelace
Subject: 39 N PICARD LN (R3174500000)

The listed property, **39 N PICARD LN (R3174500000)** has no visible code violations from the ROW at this time.

Justin Green

Code Enforcement

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Keana Poach

From: Eddy Thiel <eddy@nampahighway1.com>
Sent: Tuesday, January 2, 2024 7:48 AM
To: Planning-Zoning Staff
Subject: FW: Sunroc Concrete Batch Plant - CUP-00328-2023
Attachments: CUP-00328-2023_Sunroc Concrete Batch Plant_Application.pdf; CUP-00328-2023_Sunroc Concrete Batch Plant_Legal Description.docx; CUP-00328-2023_Sunroc Concrete Batch Plant_Narrative.pdf; CUP-00328-2023_Sunroc Concrete Batch Plant_Site Plan.pdf; CUP-00328-2023_Sunroc Concrete Batch Plant_Land Survey.pdf

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Good Morning,

Nampa Highway District #1 has no comment.

Thank you,

Eddy

Eddy Thiel
ROW
eddy@nampahighway1.com
4507 12th Ave. Rd. • Nampa, id 83686
TEL 208.467.6576 • FAX 208.467.9916

From: Candace Fry <fryc@cityofnampa.us>
Sent: Tuesday, December 19, 2023 9:21 AM
Subject: Sunroc Concrete Batch Plant - CUP-00328-2023

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Good Morning,

RE: Conditional use permit for Sunroc Concrete Batch Plant – CUP-00328-2023

I have attached for your review the application for conditional use permit for the operation of a concrete batch plant in an IL (Light Industrial) zoning district at 39 N Picard Ln (a 7.83 acre parcel #3174500000, located in the S 1/2 of Section 24, T3N, R2W, BM), for Sunroc Corporation (CUP-00328-2023). Original Concept: Development and operation of a concrete batch plant.

This application will go before the Planning and Zoning Commission as a public hearing item on the January 23, 2024 agenda.

Please return all comments to the Planning and Zoning staff (pzall@cityofnampa.us) prior to January 12, 2024.

From: [Parker Bodily](#)
To: [Teri Friend](#)
Subject: FW: P&Z Meeting 1/23/24: Proposed Concrete Plant
Date: Tuesday, January 23, 2024 10:47:43 AM
Attachments: [image002.png](#)

Here is one sent to me and Daniel



Parker Bodily
Senior Planner, AICP
208.468.5446
500 12th Ave South, Nampa, ID 83651
[Planning and Zoning](#) - [Like us on Facebook](#)
NAMPAReady

From: Aubree Miller <aubreejmiller@gmail.com>
Sent: Tuesday, January 23, 2024 10:42 AM
To: Parker Bodily <bodilyp@cityofnampa.us>; Daniel Badger <BadgerD@cityofnampa.us>; Clerks Staff Email <clerks@cityofnampa.us>
Cc: Lynsey Johnson <johnsonl@cityofnampa.us>; Monte Hasl <haslm@cityofnampa.us>
Subject: P&Z Meeting 1/23/24: Proposed Concrete Plant

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RE: Agenda Item 3-3. Action Item: Conditional use permit for the operation of a concrete batch plant in an IL (Light Industrial) zoning district at 39 N Picard Ln (a 7.83 acre parcel #3174500000, located in the S 1/2 of Section 24, T3N, R2W, BM), for Sunroc Corporation (CUP-00328- 2023). Original Concept: Development and operation of a concrete batch plant. (Parker Bodily) (Applicant requesting a continuance to the February 27, 2024 meeting)

Dear Parker Bodily, Daniel Dadger, Respected Mayor, City Council Wo/men, and City Planning and Zoning Commission:

It was brought to my attention by hangar and aircraft owners over the weekend there is a proposed development and operation of a concrete batch plant adjacent to Nampa Municipal Airport's sole runway. As a Nampa Airport Commissioner who has missed only one meeting over four years, this is the first time I am hearing of such a proposition. One would think such an endeavor would seek some council from the Nampa Airport Commission on this matter. To be direct, I request the planning and zoning commission to *deny* this request. The supporting documentation in this letter includes my concerns as to why the request should be *denied*.

I find the timing rather inconvenient for public comment on this matter to occur over the biggest two holidays of the year when people are travelling, enjoying their families, and not paying attention to business planning and development in their neighborhood. This certainly has the effect of limiting the number of people to even be aware of this

Applicant's CUP request.

From what I can tell in my very quick research (from this meeting packet) is the first notice to an aviation entity was *"A memo, dated January 8, 2024, authored by Niki Benyakhlef, Idaho Transportation Department, requesting that the applicant contact ITD Division of Aeronautics to ensure development is within FAA regulations and guidelines."*

I am grateful this was a point of contact to ensure FAA compliance, of which I recognize has been met, however, the Nampa Airport Commission was not notified of the proposed project. There are some visionary, economic impact, and very serious safety concerns that have not been addressed by the proposal.

According to the meeting packet:

"... A Conditional Use Permit may be granted only if the proposal **conforms to all the following conditional use permit criteria**, provisions of the zoning ordinance unless lawfully waived or modified by authorization of the Commission..."

10-25-4.A.2: That the design, construction, operation and maintenance of the property and project **will not adversely impact the intended character and appearance** of the general vicinity.

10-25-4.A.4: That the proposed use **will not be detrimental to the economic welfare** of the community.

10-25-4.A.5: That the proposed use **will not involve** activities or processes, materials, equipment and conditions of operation **that will be detrimental to** any persons, property or general welfare by reason of excessive traffic, noise, smoke, fumes, glare or odors."

All of the conditional use permit criteria has not been met and here is why:

The Nampa Municipal Airport's Master Plan includes a new terminal the city would really like to see come to fruition with a price tag ranging anywhere from \$5-\$15 million dollars.

The city has voice plans at Airport Commission Meetings of its vision of 39th Street's "Beautification," with an undisclosed dollar amount at this time. It is interesting this type of investment will end with an outside seat to the airport café's view of a concrete plant in its direct line of view. This view would permanently and *"adversely impact the intended character and appearance of the general vicinity."*

The other piece is the detrimental effect of the economic welfare of the community... the Nampa Municipal (City) Airport has a continued vision to be a destination airport for general aviation and smaller corporate aircraft that encourages a friendly, high-quality service promoting tourism and to be a backcountry gateway. The Nampa Airport commission feels we have held true to maximizing business opportunities at the airport while having a general aviation feel.

As I presented in an informational session to the city council in September 2023, as of 2020 according to the Idaho Department of Aeronautics, the Nampa Municipal Airport brings over 12 million dollars in direct funds to the city of Nampa, but the most impressive number is the total direct economic impact of the airport that it has on the city of Nampa when employment, building, tourism, and so forth are added up. This number is approximately \$25.85 million dollars.

The municipal airport currently has 103 hangar units owned by private hangar and business hangar owners and 20 city-owned facilities varying significantly in size and building conditions. Private hangars will increase within the next year to approximately 111 units and doubling within the next 10 years according to the Airport's Master Plan approved with the FAA.

To give a conservative estimate of privately owned hangars, averaging \$200K who pay both property taxes and a monthly land lease, we are looking at \$40 million in hangars (\$200K x 200 privately/commercially owned hangars). This does not include about \$200K from the city. Most hangar exteriors are constructed of metal. Each of these hangars: city, private, or commercial, house a variety of aircraft constructed of composites and metal, all fragile, expensive, and needing to be sheltered.

A very conservative average of \$150K per aircraft multiplied by 220 units, equals an

additional \$33 million dollars – this number is very conservative because the hangar from which I fly, there is a million-dollar airplane across the way and a \$10 million dollar jet kiddy corner. I have not even ventured into our transient guests who fuel the city's tourism. One might say, the building infrastructure and aircraft within it has a large economic impact greatly outweighing the proposed cement plant. Which leads me to my next point...

I have been unsuccessful in finding research results of the emissions from a cement plant and the effects it may or may not have on metals. **My biggest concern that this is not addressed in the EPA and FAA's evaluations and the contaminants in emissions and dust and grit produced will have significant effects of wear, additional maintenance, cleanup, and may increase corrosion on an aircraft, ultimately affecting safety, value, and lifespan of every airplane for our current airport tenants.**

I have been unable to quickly locate ANY point-in-time or longitudinal research studies providing the effects of cement plant emissions on metals of any sort. The little information I have obtained references "acid rain" in appropriate climate situations and multiple health studies addressing the health problems associated with the remnants of a cement plant. I do think it is not my responsibility to provide the proof for clean air emissions, free from particulates, for aircraft. The CUP Applicant should have provided this information.

The meeting packet references *"3.2.5.1 Fugitive Dust Regulation in Idaho DEQ is responsible for regulating fugitive dust emissions in Idaho. Authority is based on the Rules for the Control of Air Pollution in Idaho (IDAPA 58.01.01.651), which require that all "reasonable precautions" be taken to prevent particulate matter from becoming airborne. Reasonable precautions include using water or chemical, applying dust suppressants, using control equipment, covering trucks, paving, and removing materials. When regulating fugitive dust, DEQ considers the proximity of dust-emitting operations to human habitations or activities and atmospheric conditions that might affect the movement of particulate matter. Failure to reasonably control fugitive emissions may result in enforcement action by DEQ with possible penalties assessed."* With a conclusion to deny the request that *"The proposed use and structures would be considered a hazard to the airport which is an important asset to the community in terms of commerce, emergency services and economic development because it would inhibit pilot visibility and obstruct flight paths."*

The Planning and Zoning Commission can quickly see a very conservative/rough estimate of \$100 million in assets at the airport should at the very least request more than a plan of "reasonable precautions."

I would like the commission to question and receive clearer and better documentation mentioned on page 140 under the 11.12-2 Emissions and Controls. It says, *"...cement and pozzolan dust but including some aggregate and sand dust emissions, is the primary pollutant of concern." And "In addition, there are emissions of metals that are associated with this particulate matter."*

I pause for a moment and ask the commission – have you ever flown a commercial and/or private airplane into the Boise airport from the south, perhaps from Vegas or Disney Land? Did you know there are many times your decent path is over the Nampa Airport when landing at the Boise Airport?

Do you want sand or corrosive materials ingested into the engines and the air you and your family breathe while your airplane is flying overhead? Perhaps it is prudent that we want a little more information on the environmental effects this plant may pose on the wear and tear of the metal buildings and fragile aircraft. The airport was here long before this proposal and will be here long after this proposal.

Briefly, air filtration systems in smaller general aviation aircraft, like a Cessna or a Piper, are not designed to filter out dust like your automobile's air filter. Grit and dust affect engines moving surfaces and plexiglass. Many of Nampa's aircraft are not airtight, nor do they have any air filtrations systems to remove airborne dust. **Dust from this cement plant is literally putting a layer of sandpaper over the entire airplane and the metal hangar.**

Personally, these are all particles I do not want in my lungs, around the aircraft I fly, or settled inside our hangars, ESPECIALLY for aircraft flying into the back country with UNFORGIVABLE terrain. In all of my research, I saw nothing on the residual effects on automobiles with these types of air conditions. These are things I am sure you would not

want permeating through your car, let alone an airplane. The particles from this cement plant WILL have abrasive particles in the air, regardless of what the EPA studies may conclude. We can literally SEE THE DUST in the air. My hope is you can see multiple valid concerns that have not been addressed by either the applicant or the affected surrounding area.

According to the provided tables emission factor quality ratings are at a D and E level – does everyone actually understand what this means?

My quick crack staff research (of me this weekend) from the EPA's website on page 9 and 10 <https://www3.epa.gov/ttnchie1/ap42/c00s00.pdf> are that **D and E are sub-par ratings**. Here is the scale - "AP-42 emission factor quality ratings are thus assigned:

A — Excellent. Factor is developed from A- and B-rated source test data taken from many randomly chosen facilities in the industry population. The source category population is sufficiently specific to minimize variability.

B — Above average. Factor is developed from A- or B-rated test data from a "reasonable number" of facilities. Although no specific bias is evident, it is not clear if the facilities tested represent a random sample of the industry. As with an A rating, the source category population is sufficiently specific to minimize variability.

C — Average. Factor is developed from A-, B-, and/or C-rated test data from a reasonable number of facilities. Although no specific bias is evident, it is not clear if the facilities tested represent a random sample of the industry. As with the A rating, the source category population is sufficiently specific to minimize variability.

D — Below average. Factor is developed from A-, B- and/or C-rated test data from a small number of facilities, and there may be reason to suspect that these facilities do not represent a random sample of the industry. There also may be evidence of variability within the source category population.

E — Poor. Factor is developed from C- and D-rated test data, and there may be reason to suspect that the facilities tested do not represent a random sample of the industry. There also may be evidence of variability within the source category population."

We all know the smell that the sugar beet factory can emit and the distances it can reach – just ask my kids! We need to have a better than D or E EPA level of understanding of the effects this plant can have not only on the immediate 1-mile radius of the plant, but also within the greater Treasure Valley, especially during inversion periods of time. A quick internet search of cement plant emissions, might be a little like google MD, but the long term effects it could have on our community's health, let alone an aircraft, is worth asking for better information for the proposed project. Airplanes are fragile with a lot of moving parts and my thought to approve this type of facility adjacent to a city airport is a bit premature.

Make no mistake I think Sunroc is a huge valuable company and an asset to the Treasure Valley and it is needed for future development within the city, but should a dust producing, unsightly industrial site be located adjacent to the Nampa airport – a gateway to Idaho's backcountry? My answer is a resounding NO. And as a native Idahoan, I enjoy burning my fossil fuels, but that is why I also honor Arbor Day. I beseech the Planning and Zoning Commission – take MORE THAN "REASONALBE PRECAUTIONS" to the proposed protect, keeping in mind just shy of \$100 MILLION dollars in infrastructure and airplanes reside at the Nampa Municipal Airport as well as the health of the surrounding community.

As I already admitted, my last two points are not as well researched, but they are points of concern: I could find no reference to site safety pertaining to cement plant explosions (being so close to key city infrastructure) or sufficient road ratings around the plant area - are the immediate surrounding roads in the area really rated for the extremely heavy-laden trucks Sunroc will be putting on our streets?

Thank you for your time and consideration.

Aubree Miller
Nampa Airport Commissioner

From: [Carson Spear](#)
To: [Planning-Zoning Staff](#)
Cc: [Carson Spear](#); [Becky Hager](#); [Sue Paul](#); [Heather Moore](#); [Brand Lindsey](#); [Lou Bauman](#); [Museum Membership](#)
Subject: Warhawk Air Museum Letter of Opposition to Sunroc Concrete Plant
Date: Friday, February 16, 2024 8:26:32 AM
Attachments: [image001.png](#)
[image004.png](#)
[image005.png](#)

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Hello Nampa Planning and Zoning Team,

The Warhawk Air Museum was made aware of the Sunroc concrete plant attempting to be built adjacent to the airfield on 39 N Picard and we are truly hoping you are reading the many emails and petitions (657 signatures opposed as I type this) and hearing our beloved community on this critical issue leading up to the 2/27 hearing.

We are not opposed to Sunroc, concrete, or responsible growth, **but we are opposed to Sunroc building their concrete batch plant at that proposed location** and we are very concerned with foreseeable liability, safety issues, health issues, corrosive effects on airport infrastructure and significant investments made here, negative financial impact due to people staying away from the airport due to said concerns, and we are very concerned with dangers posed to pilots on the field. We have heard from many aviators that even though the FAA approved the facility, there are still many numerous situations where that plant could directly impact our pilots in a catastrophic way.

Additionally-

*The Warhawk generated \$6.8 mil in economic impact to Nampa Airport and the City of Nampa- this would potentially decline if people became concerned with visiting here.

*The plant could also potentially stop commercial jets from coming here as pilots would not want to damage their \$20 million dollar plane or constantly having to clean the fine layer of dust, they will just land at Caldwell instead.

*If pilots hear about these concerns, they may refuse to bring their planes in and we will not be able to have Memorial Day, the B-17 and B-25 flights, we may not be able to have our beloved Warbird Roundup due to fear of having WW2 airplane engines being damaged by concrete dust

*View of the beautiful new Nampa Airport Tower being planned to be built would be staring directly at a concrete plant.

*We are in process of building a Multi-million-dollar Global War on Terror Tribute honoring the men and women in uniform's sacrifices in Iraq and Afghanistan and we plan for this to truly be a state-of-the-art facility where people will travel from all over the world to Nampa to visit. We

are concerned people will stay away if they know there is a loud concrete plant generating noise pollution, air pollution, water pollution, etc a short distance away.

*Nampa Airport Commission and MAF both cited their opposition to the plant's location so close to the airfield.

*AOPA is against this plant going into next to our airport and helping us further inform the FAA of concerns from users on the field.

In closing, if you were here on Tuesday night for our neighborhood meeting you would have seen the raw emotion and concern of our community- our Nampa neighbors were truly frightened about their kids safety with all the cement trucks driving in and out of there on a narrow dangerous road, they were worried about property value declining on homes they have invested their life savings on, and they are worried about the air and the water. Sunroc admitted to making mistakes in the past at the meeting on Tuesday, therefore it is logical mistakes could be made again with regards to health risks from improper mitigation.

Potential solution- there was a commercial real estate broker at the meeting, and he said he could easily re-sell the property and make Sunroc money on the deal setting them up for success by easily finding another location that is much more suitable, not directly in between our airport, schools, and homes.

We are really asking for your help on this issue, this would be seen as a massive public relations failure, people are very heated about the lack of notice and the health and financial concerns. Please have an open mind on 2/27 and help us look for an alternate location.

Thank you so very much- we love Nampa, we love our Nampa city officials, and we believe in you!



Carson Spear
Executive Director

Email: carsonspear@warhawkairmuseum.org
Cell: 254-319-4468 | Office: 208-780-5472

[201 Municipal Drive, Nampa, ID 83687](https://www.warhawkairmuseum.org)
www.warhawkairmuseum.org

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