



SECTION 6

ENVIRONMENTAL REVIEW

6.1 INTRODUCTION

The purpose of this section is to provide an environmental overview of potential environmental impacts associated with the proposed improvements at Nampa Municipal Airport. This environmental overview will provide federal, state, and local officials and the public with an understanding of the potential environmental impacts of the proposed airport development during the 20-year planning horizon. The overview presented in this chapter is modeled after the format of an Environmental Assessment (EA), described in FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures”. Appendix A of Order 1050.1E lists 18 environmental impact categories that should be analyzed to determine impacts that may occur as a result of airport actions. These categories are as follows:

- Air Quality
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Department of Transportation Act: Section 4(f)
- Farmlands
- Fish, Wildlife, and Plants
- Floodplains
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historical, Architectural, Archeological, and Cultural Resources
- Light Emissions and Visual Impacts

- Natural Resources, Energy Supply, and Sustainable Design
- Noise
- Secondary (Induced) Impacts
- Socioeconomic Impacts, Environmental Justice, and Children’s Environmental Health and Safety Risks
- Water Quality
- Wetlands
- Wild and Scenic Rivers

The information included in this section is not a formal Environmental Assessment (EA) or Environmental Impact Statement (EIS) as referred to in the National Environmental Policy Act of 1969 (NEPA) or the Airport and Airway Improvement Act (1982 as amended). However, this overview will point out those areas that may be potentially impacted by the proposed actions at Nampa Municipal Airport and that may require further environmental study before project implementation.

6.2 ENVIRONMENTAL PROCESS

Airport improvement projects that are considered to be Federal actions or receive Federal funding must be assessed from an environmental standpoint in order to comply with NEPA, the Airport and Airway Improvement Act (1982), and other pertinent laws. Further guidance is provided in FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures”; Order 5050.4B, “National Environmental Policy Act Implementing Instructions for Airport Projects”; as well as the Council on Environmental Quality’s



“Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act”, found in 40 CFR 1500-1508.

For any proposed airport action, the FAA performs an initial environmental determination that considers the type of action and its potential effect upon the environment. The result of the determination is the selection of one of the three following processes:

- An EIS is prepared for major Federal actions that are generally known to have the potential for significant environmental impacts. Actions that normally require an EIS include: initial Airport Layout Plan or airport location approval and Federal financial participation in or airport layout approval for a new runway capable of handling air carrier aircraft at a commercial service airport. An EIS involves thorough evaluation and documentation of the proposed action’s purpose and need, alternatives, affected environment, and environmental consequences.
- An EA is prepared to determine whether a proposed action or its alternatives has the potential to significantly affect the environment. An EA requires similar analysis and documentation as an EIS, but with less detail and coordination. If the EA indicates that the proposed action will not result in significant impacts, the FAA will prepare a Finding of No Significant Impact (FONSI), or otherwise require the preparation of an EIS.

- A Categorical Exclusion (CATEX) applies when a proposed action is included in one of the categories of categorical exclusions in paragraphs 307-312 of Order 1050.1E and no extraordinary circumstances apply. If extraordinary circumstances apply, the FAA may need to conduct consultation with relevant oversight agencies and may need to make appropriate findings and recommendations.

When the FAA determines that an EA or EIS is required, FAA Order 5050.4B is used as a guide in the preparation of such studies.

6.3 EXAMINATION OF ENVIRONMENTAL IMPACT CATEGORIES

The analysis of development alternatives in Section 5 identifies a series of airfield and landside improvements at the Nampa Municipal Airport. This section provides a brief overview of the potential environmental impacts associated with the preferred development concept shown in **Exhibit 5.13**.

6.3.1 Air Quality

According to the FAA Environmental Desk Reference for Airport Actions, detailed air quality analysis is needed for a project that due to its size, scope or location has the potential to affect the attainment and maintenance of established air quality standards.

Canyon County is considered an attainment area for all National Ambient Air Quality Standards criteria pollutants established by the Clean Air Act. However, the Treasure Valley, which



includes Canyon and Ada Counties, is listed by the Idaho Department of Environmental Quality (IDEQ) as an area of concern for Ozone and fine particulate matter.

According to the FAA Environmental Desk Reference for Airport Actions, if the proposed improvements occur at an airport having less than 180,000 general aviation operations and less than 1.3 million enplanements, an air quality analysis is not needed. The Nampa Airport does not provide commercial service, therefore the enplanement criteria is not applicable. The general aviation operations throughout the planning period are projected to be less than 180,000. As a result, no significant impacts can be expected from the proposed improvements.

6.3.2 Coastal Resources

The Nampa Municipal Airport is located in Idaho which is inland; therefore, this resource is not considered or applicable.

6.3.3 Compatible Land Use

According to FAA Order 1050.1E, the compatibility of existing or future land uses in the vicinity of an airport is usually associated with noise impacts related to that airport. Existing land use within the airport boundary consists of industrial land uses with surrounding properties designated as agricultural, commercial, industrial, and rural residential. The proposed improvements will be compatible with the existing and future land use plans. The areas identified for future improvements are located within airport property boundaries or adjacent to

the Airport. The two land acquisitions within the runway protection zones will ensure land use compatibility around the existing airport boundaries and enhance the protection of people and property on the ground. The land acquisition to the east is currently zoned agricultural, however, zoned light industrial in the 2005 Future Land Use Map presented in the City of Nampa Comprehensive Plan. The City of Nampa has developed an Airport Zoning Ordinance that places height restrictions on development within the airport area which further protects compatibility within existing land uses surrounding the Airport. The ordinance states no structure or tree shall be erected, altered, allowed to grow

As presented in section 6.3.13, the existing noise contours indicate the 65 DNL noise contour is entirely contained within the airport boundaries; therefore, it can be concluded that the land uses in the vicinity of the Airport are currently compatible with airport operations from a noise perspective and the proposed improvements would not change the compatibility.

6.3.4 Construction Impacts

Construction impacts are commonly short-term and temporary in nature. Typical impacts resulting from an airport construction project include air, water, and noise pollution, as well as potential impacts resulting from generation and disposal of increased amounts of solid and/or hazardous waste.

All on-site construction activities must be conducted in accordance with FAA AC 150/5370-10A, *Standards for Specifying Construction of*



Airports, and incorporate best management practices into project plans. Implementing these measures will prevent or minimize most potential construction-related impacts to the environment and surrounding community.

6.3.5 Department of Transportation Act, Section 4(f)

Section 4(f) of the Department of Transportation Act provides that the Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance or land from an historic site of national, State or local significance as determined by the officials that have jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such program, and the project includes all possible planning to minimize harm resulting from the use. Within the existing airport property boundaries, the Nampa Armory Building and Nampa Organizational Maintenance Shop (OMS) Building were identified as being historic sites listed by the Idaho State Historic Preservation Office (SHPO). As presented, the proposed developments at the airport would not impact the Nampa Armory or OMS building. No publicly owned land was identified within or adjacent to the project area.

6.3.6 Farmlands

Prime farmland, as identified by the US Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and

labor, and without intolerable soil erosion. According to the Farmland Protection Policy Act (PL 90-542), lands already committed to urban development, such as the Airport, do not meet the definition of prime or unique farmlands.

6.3.7 Fish, Wildlife, and Plants

Table 6.1 identifies the federally listed threatened, endangered and candidate species that occur in Canyon County, Idaho.

No field investigations were made to determine the presence of these species or habitat in the proposed project area; however, it can be assumed neither of these species are present within the Airport. The Snake River physa snail is absent as it is found on the underside of gravel-to-boulder size substrate in swift currents in the main stem of the Snake River. Slickspot peppergrass is found in areas of sagebrush steppe habitat and no such habitat is located in the project area; therefore, it can be considered absent.

Data from the Idaho Department of Fish & Game Conservation Data Center was reviewed to determine if any known occurrences of Idaho special status species occur in the vicinity of the Airport and/or land to be acquired by the City of Nampa for the Airport. No known occurrences were listed in the vicinity of the Airport.



Table 6.1
List of Threatened, Endangered and Candidate Species for Canyon County, Idaho

Species	Scientific Name	Federal Status
Snake River physa snail	<i>Haitia (Physa) natricina</i>	Listed Endangered
Slickspot peppergrass	<i>Lepidium papilliferum</i>	Listed Threatened

Source: USFWS Species List dated June 1, 2009

6.3.8 Floodplains

According to the Federal Emergency Management Agency (FEMA) community panel numbers 160038 002C and 160038 0004C, the property within the airport boundary is listed as “Zone C” which is considered an area of minimal flooding. The FEMA community panel number 160208 0334C identified the majority of land surrounding the airport as “Zone X-Other Areas”. This area has been determined to be outside of the 500-year floodplain.

6.3.9 Hazardous Materials, Pollution Prevention, and Solid Waste

The project area was searched for existing, known, and potential sources of hazardous materials using all available databases. The project area for this section, or search radius, was taken from the American Society for Testing and Materials Standard E 1527-00. **Table 6.2** identifies existing hazardous materials sites on and near the Airport.

Review of existing databases identified 17 sites within the search radius with some sites being identified on multiple databases. Of the 17 sites, five sites are located within the airport property boundaries. The Airport has an active RCRA CESQG and is listed on the UST database list as having two tanks currently in use. The U.S. Army

Idaho National Guard facility has an active RCRA CESQG and records indicate two UST permanently out of use and removed from the ground. Aviation Fuel Services (currently operated by Avcenter) is listed on the UST database list as having two tanks currently in use and Flite Quest Aviation Inc is listed on the UST database list as having two tanks temporarily out of use. Records indicate Nampa Municipal Airport /Clark’s Air Service Inc. as the location of a LUST event with a cleanup complete on January 1, 1990. Records for this event indicate that the six USTs located on this property are permanently out of use and have been removed from the ground. Therefore, there is minimal risk of encountering hazardous materials at this site. None of the other listed sites would be impacted by the proposed improvements. **Exhibit 6.1** shows the location and type of hazardous materials sites within the vicinity of the Airport.



Table 6.2
Hazardous Materials Sites in the Project Vicinity





Federal Databases			
RCRA – Resource Conservation and Recovery Act: 11 sites were found within the search radius of the project.			
Map Reference Number	Name	Location	Comments/Probability of Risk
1	BFI of Idaho Inc Nampa	424 Sugar Ave, Nampa, ID 83651	RCRA: Conditionally Exempt Small Quantity Generator (Active) Last updated 4/1/2005
10	Burks Tractor Co LLC	3713 Garrity Blvd, Nampa, ID 83687	RCRA: Unspecified Listing (Inactive) Last updated 3/19/2007
7	Garrity Blvd Body Shop	3301 Garrity Blvd, Nampa, ID 83687	RCRA: Small Quantity Generator (Active) Last updated 9/15/2000
6	Gayle Manufacturing Co	80 N Kings Rd, Nampa, ID 83686	RCRA: Conditionally Exempt Small Quantity Generator (Active) Last updated 9/15/2000
16	Hogey’s Antique and Restoration	4203 Garrity Blvd, Nampa, ID 83687	RCRA: Unspecified Listing (Inactive) Last updated 9/15/2000
2	Interstate Group LLC	224 Carnation Dr, Nampa, ID 83687	RCRA: Conditionally Exempt Small Quantity Generator (Active) Last updated 11/19/2007
12	Nampa Municipal Airport	101 Municipal Dr, Nampa, ID 83687	RCRA: Conditionally Exempt Small Quantity Generator (Active) Last updated 9/15/2000
3	Silgan Containers Corp Nampa	224 Silgan Way, Nampa, ID 83687	RCRA: Unspecified Listing (Inactive) Last updated 9/15/2000
4	Thermo Fluids Inc	2518 Brandt Ave, Nampa, ID 83687	RCRA: Used Oil Program (Active) Conditionally Exempt Small Quantity Generator (Active) Last updated 3/1/2001
5	US Army Idaho National Guard OMS NO SUB 2	212 N Kings Rd, Nampa, ID 83651	RCRA: Conditionally Exempt Small Quantity Generator (Active) Last updated 9/15/2000
17	Western Oil	4925 Joe Ln, Nampa, ID 83651	RCRA: Unspecified Listing (Inactive) Last updated 9/12/2002



Table 6.2 (continued)
Hazardous Materials Sites in the Project Vicinity

State/Local Databases			
UST – Underground Storage Tank: 5 sites were found within the search radius of the project.			
Map Reference Number	Name	Location	Comments/Probability of Risk
13	Aviation Fuel Services (currently Avcenter)	201 Municipal Dr, Nampa, ID 83687	UST (2): Both currently in use
9	Flite Quest Aviation Inc	3419 Airport Rd, Nampa, ID 83687	UST (2): Both temporarily out of use
12	Nampa Airport	101 Municipal Dr, Nampa, ID 83687	UST (2): Both currently in use
5	National Guard Armory	212 N Kings Rd, Nampa, ID 83687	UST (2): Both permanently out of use, removed from the ground
8	Stinker Store #82	3319 Garrity Blvd, Nampa, ID 83686	UST (4): All currently in use
LUST – Leaking Underground Storage Tank: 4 sites were found within the search radius of the project.			
Map Reference Number	Name	Location	Comments/Probability of Risk
1	BFI	518 N Sugar Ave, Nampa, ID 83651	LUST: Cleanup complete 6/30/1992 UST (3): Tank #1 and 2 permanently out of use, removed from the ground; Tank #3 currently in use
11	Cletis Wright Estate	3708 Garrity Blvd, Nampa, ID 83651	LUST: Cleanup complete 6/30/1992 UST: Permanently out of use, removed from the ground
15	Lee O Ruwe Inc/ Gas N Dash	4008 Garrity Blvd, Nampa, ID 83687	LUST: Cleanup complete 12/13/2006 UST (3): All permanently out of use, removed from the ground
14	Nampa Municipal Airport/ Clark's Air Service Inc	Airport Rd, Nampa, ID 83653	LUST: Cleanup complete 1/1/1990 UST (6): All permanently out of use, removed from the ground

Conditionally Exempt Small Quantity Generator (CESQG): A generator (business) is a conditionally exempt small quantity generator in a calendar month if it generates no more than 200 lbs. of hazardous materials in that month. US Environmental Protection Agency CFR 40 261.5.

-  RCRA SITE
-  UST SITE
-  LUST SITE
-  MULTIPLE SITE



Scale: 1" = 800'

North



HAZARDOUS MATERIALS SITES IN THE PROJECT VICINITY

EXHIBIT

6.1



6.3.10 Historical, Architectural, Archeological, and Cultural Resources

This category of impact must be in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 USC 470, et seq.), which seeks to ensure the preservation of cultural resources.

A record search was completed at the Idaho SHPO on August 11, 2009 to identify all known historic and/or archaeological sites within the project area and surrounding vicinity. This search concluded two historic resources are located within the airport boundaries, and consist of the Nampa Armory Building and the Nampa OMS Building. No other sites were documented within a one-half mile radius around the project area.

6.3.11 Light Emissions and Visual Impacts

Light emissions are considered to the extent to which any lighting associated with an action will create annoyance among people in the vicinity or interfere with their normal activities. Because of the relatively low levels of light intensity compared to background levels associated with most air navigation facilities and other airport development actions, light emission impacts are unlikely to have an adverse impact on human activity or the use or characteristics of the protected properties.

6.3.12 Natural Resources, Energy Supply, and Sustainable Design

Airport development actions have the potential to change energy requirements or use consumable natural resources. Typical actions that could cause such impacts include airside/landside expansion, land acquisition, significant changes in

air traffic and airfield operations, and significant construction activity.

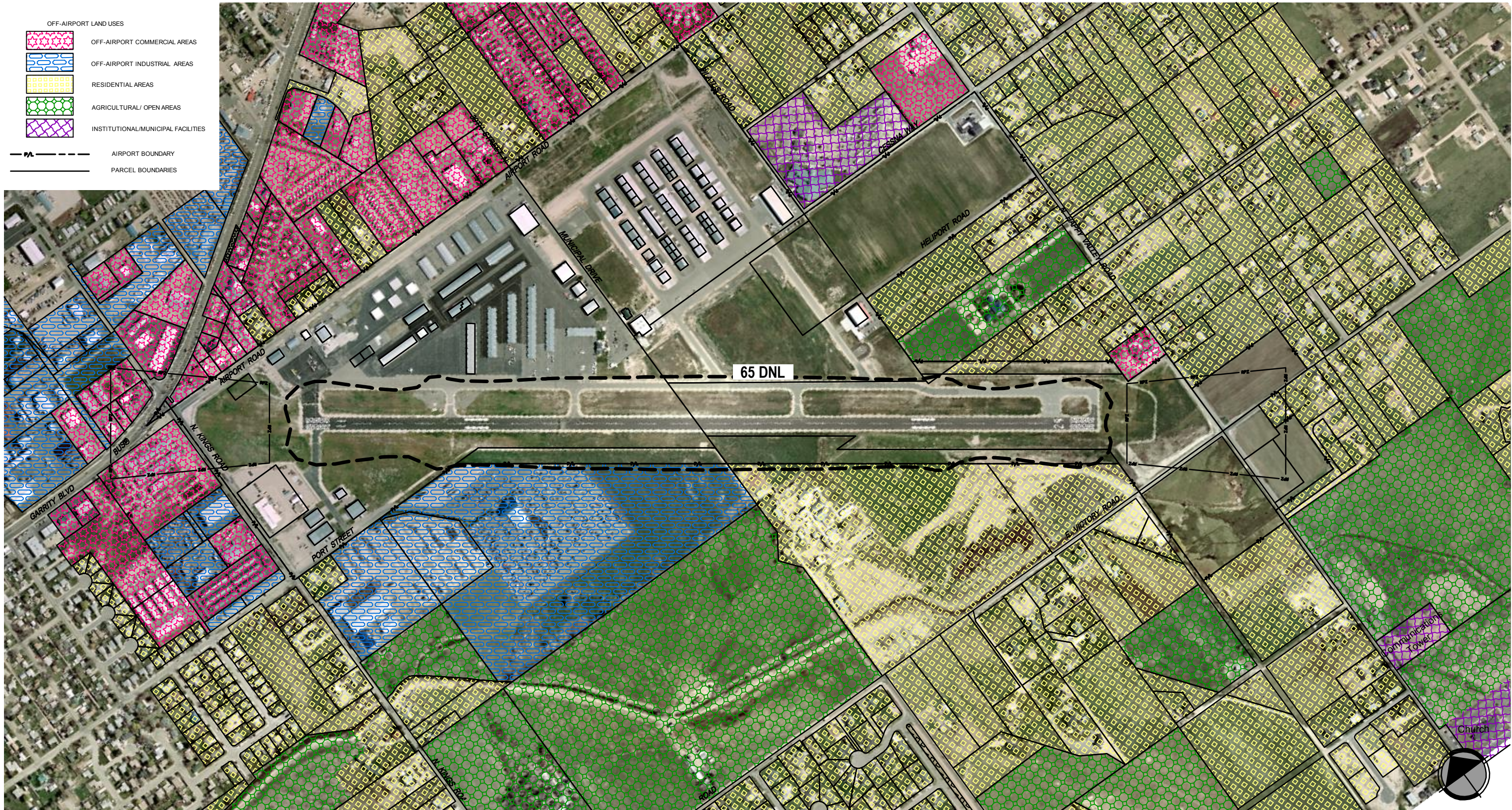
FAA guidance typically states that airport improvement projects do not generally increase the consumption of energy or natural resources to the point that significant impacts would occur unless it is found that implementation of a proposed project would cause demand to exceed supply.

The proposed improvements at the Nampa Municipal Airport may cause an increase in demand for energy during construction; however, this will be temporary in nature and likely would not cause significant impacts to energy supply.

6.3.13 Noise

Exhibit 6.2 depicts the 65 DNL (day-night average sound level) noise contour for Nampa Municipal Airport overlaid on the future land use base map. DNL is an adjusted average A-weighted sound level for a 24-hour day. It is calculated by adding a 10-dB “penalty” to sound levels during nighttime hours (10:00 p.m. to 7:00 a.m.). The “penalty” represents the added intrusiveness of sounds occurring during nighttime hours.

The FAA requires that analyses of subsonic aircraft noise exposure and compatible land uses around civilian airports be accomplished using a computer-based program called the INM. Version 7.0 was used to develop the noise contours for the Airport.



Scale: 1" = 600' NOTE: OFF-AIRPORT DEPICTED LAND USES ARE A GENERALIZED REPRESENTATION SOURCED FROM A COMBINATION OF COMPREHENSIVE PLANS OF THE CITY OF NAMPA AND CANYON COUNTY, COMBINED WITH VISUAL SURVEYS.

North





INM incorporates the number of annual average daily daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) flight events, flight paths and flight profiles of the aircraft, along with its extensive internal database of aircraft noise and performance information, to calculate the overall daily sound level (e.g., DNL) at many points on the ground around an airport. From a plotted grid of

points, contours of equal daily sound level are plotted by INM for overlay onto land use maps.

Table 6.3 presents a summary of the modeled flight operations, in terms of arrivals, departures, and touch and go training operations. Approximately 126,465 annual flight operations were modeled for year 2028.

Table 6.3
INM Input Flight Operations Assumptions (2028)

Category	Departure			Arrivals			Touch and Go			Combined		
	Day	Night	Total	Day	Night	Total	Day	Night	Total	Day	Night	Total
Single Engine	34,677	1,989	36,666	24,083	1,382	25,465	47,177	2,707	49,884	105,937	6,078	112,015
Multi Engine	929	53	982	645	37	682	1,264	72	1,336	2,837	163	3,000
Turbo Prop	758	44	802	527	30	557	1,032	59	1,091	2,317	133	2,450
Jet – Class B	348	20	368	242	14	256	474	27	501	266	15	1,125
Jet – Class C	1,045	60	1,105	726	42	767	1,421	82	1,503	2,394	137	3,375
Helicopter	1,393	80	1,473	967	56	1,023	1,895	109	2,004	4,256	244	4,500
Total	39,150	2,246	41,396	27,190	1,560	28,750	53,263	3,056	56,319	118,007	6,770	126,465

Source: Kimley-Horn and Associates, Inc., 2009.

For ease of reference, **Table 6.4** presents FAA Guidelines and Land Use Compatibility with DNL Sound Levels (65, 70, 75, and higher). Noise-sensitive land uses such as residences and schools are considered non-compatible with DNL of 65 dBA or greater. Where the community determines that residential or school uses must be allowed, acoustical treatments designed to achieve indoor noise level reduction of at least 25 dB and 30 dB should be incorporated into the structures. Other noise-sensitive land uses such as churches, hospitals, and nursing homes are considered generally compatible with DNL of greater than or equal to 65 dBA, provided that their structure is designed with, or contains, adequate measures to achieve reduction in noise levels (i.e., sound insulation and window

treatments). Land uses that are less sensitive to noise, such as office buildings, are considered compatible with DNL less than 70 dBA without sound insulation and less than 80 DNL with sound insulation.

As shown on **Exhibit 6.2**, most of the 65 DNL contour is contained within existing airport property. A small portion of the 65 DNL contour is located outside the southern boundary of the existing airport property. Less than one acre of land currently zoned residential is located within the 65 DNL contour, however no residential houses are located within that space. No other sensitive land uses are identified within the contour.



**Table 6.4
FAR Part 150 Land Use Compatibility Guidelines**

Land Use Category	Yearly Day-Night Average Sound Level (DNL) Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential (Other than mobile homes & transient lodges)	Y	N ¹	N ¹	N	N	N
Mobile Home Parks	Y	N	N	N	N	N
Transient Lodging	Y	N ¹	N ¹	N ¹	N	N
Public Use						
Schools	Y	N ¹	N ¹	N	N	N
Hospitals, Nursing Homes	Y	25	30	N	N	N
Churches, Auditoriums, Concert Halls	Y	25	30	N	N	N
Governmental Services	Y	Y	25	30	N	N
Transportation	Y	Y	Y ²	Y ³	Y ⁴	Y ⁴
Parking	Y	Y	Y ²	Y ³	Y ⁴	N
Commercial Use						
Offices, Business & Professional	Y	Y	25	30	N	N
Wholesale & Retail Building Materials, Hardware & Farm Equipment	Y	Y	Y ²	Y ³	Y ⁴	N
Retail Trade - General	Y	Y	25	30	N	N
Utilities	Y	Y	Y ²	Y ³	Y ⁴	N
Communications	Y	Y	25	30	N	N
Manufacturing & Production						
Manufacturing, General	Y	Y	Y ²	Y ³	Y ⁴	N
Photographic and Optical	Y	Y	25	30	N	N
Agriculture (Except Livestock) & Forestry	Y	Y ⁶	Y ⁷	Y ⁸	Y ⁸	Y ⁸
Livestock Farming & Breeding	Y	Y ⁶	Y ⁷	N	N	N
Mining & Fishing, Resource Production & Extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor Sports Arenas, Spectator Sports	Y	Y ⁵	Y ⁵	N	N	N
Outdoor Music Shells, Amphitheatres	Y	N	N	N	N	N
Nature Exhibits & Zoos	Y	Y	N	N	N	N
Amusement, Parks, Resorts, Camps	Y	Y	Y	N	N	N
Golf Courses, Riding Stables, Water Recreation	Y	Y	25	30	N	N

NOTE: The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State or Local law. The responsibility for determining the acceptable and permissible land use remains with the local authorities. FAA determinations under Part 150 are not intended to substitute Federally determined land use for those determined to be appropriate by local authorities in response to locally-determined needs and values in achieving noise-compatible land uses.

Source: FAR Part 150 (18 January 1985), as amended.

KEY TO TABLE:

SLUCM: Standard Land Use Coding Manual.

Y (Yes): Land Use and related structures compatible without restrictions.

N (No): Land Use and related structures are not compatible and should be prohibited.

NLR : Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into design and construction of the structure.

25, 30, or 35: Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 must be incorporated in design and construction of structure.

¹ Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor NLR of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assumes mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

² Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.

³ Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.


⁴ Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.

⁵ Land use compatible provided special sound reinforcement systems are installed.

⁶ Residential buildings require a NLR of 25.

⁷ Residential buildings require a NLR of 30.

⁸ Residential buildings not permitted.

 Incompatible Land Uses



6.3.14 Secondary (Induced) Impacts

Induced impacts include shifts in patterns of population movement and growth; public service demands; and changes in business and economic activity to the extent influenced by the airport development. Induced impacts will normally not be significant except where there are also significant impacts in other categories, especially noise, land use, or direct social impacts.

The proposed improvements are not anticipated to cause significant shifts in population movement and growth, impacts to public services, or economic activity in the area.

6.3.15 Socioeconomic Impacts, Environmental Justice, and Children’s Environmental Health and Safety Risks

According to FAA Order 1050.1D, significant social impact thresholds include:

- Extensive relocation of residents is required, but sufficient replacement housing is unavailable.
- Extensive relocation of community businesses and that relocation would create economic hardship for the affected community.
- Disruptions of local traffic patterns that substantially reduce the levels of service of the roads serving the airport and its surrounding communities.
- A substantial loss in community tax base.

The proposed improvements at the Airport will require relocation of residents and/or businesses for the industrial park land acquisition to the east of the Airport. At this preliminary stage in the process, significance of impact cannot be determined and further analysis should be

conducted. The proposed improvements must meet 49 CFR Part 24 (Implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970) requirements if an airport action requires purchasing real property or displacing people or businesses.

It is anticipated that the proposed improvements would not alter traffic patterns in the surrounding community or cause a substantial loss in the community tax base, rather as an industrial park develops, the tax base is anticipated to increase.

Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”, provides that “each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations”. The Council on Environmental Quality environmental justice guidance under NEPA was used to clearly define what a “disproportionately adverse effect to minority or low-income populations” would be. It states that a minority population should be identified where either the minority population of the affected area exceeds 50% or when the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population.

The project area includes Census Tract 207, Block Groups 2 and 3. Census 2000 information for Census Tract 207, Block Group 2 confirmed an ethnic population of 393 persons (10.6%) and Census Tract 207, Block Group 3 confirmed an



ethnic population of 354 persons (12.6%), compared to a citywide ethnic population of 8,586 persons (16.6%). Additionally, Census 2000 information for Census Tract 207, Block Group 2 revealed 229 persons (6.2%) living in poverty, and Census Tract 207, Block Group 3 revealed 185 persons (6.6%) living in poverty compared to 6,307 persons (12.4%) living in poverty citywide. Because the minority and low-income population percentages of the affected area are not greater than the minority and low-income population percentages in the general population, as defined by CEQ, it can be concluded that a minority or low-income population would not be disproportionately affected by the proposed improvements at the Nampa Municipal Airport.

6.3.16 Water Quality

As land is developed, surfaces are covered with non-porous materials such as asphalt. Without interception and depression storage, nearly all the rainfall on the impermeable surfaces (roofs, streets, driveways) becomes runoff, which dissolves or dislodges pollutants and discharges to creeks, rivers, lakes, drainage ditches and irrigation systems.

The proposed improvements at the Nampa Municipal Airport would create new impervious surfaces that result in an increase in stormwater runoff from the Airport. The City of Nampa has developed a Stormwater Management Plan that all proposed improvements will be required to comply with. Further, stormwater runoff from the Airport discharges into Mason Creek, south of the Airport; therefore, a water quality certificate from the IDEQ would likely need to be obtained to ensure compliance with section 401 of the Clean Water Act (CWA).

6.3.17 Wetlands

Review of the U.S. Fish & Wildlife National Wetland Inventory Maps for the project area did not reveal any existing wetlands within or adjacent to the airport property boundaries. Aerial photographs and topographic maps of the Airport indicate Mason Creek, as well as several irrigation ditches are located in the vicinity of the Airport which may have associated wetlands. A field survey should be conducted to determine the presence or absence of waters of the U.S., including wetlands within the area of the proposed developments. A CWA Section 404 permit may be required to place dredged or fill materials into waters of the U.S. including wetlands.

6.3.18 Wild and Scenic Rivers

The Federal Wild and Scenic Rivers Act (PL 90-542 as amended) describes those areas eligible to be included in a system afforded protection under the Act as free flowing and possessing "...outstandingly remarkable, scenic, recreational, geologic, fish and wildlife, historic, cultural or other similar values". The Act restricts development within 1,000 feet of rivers identified as wild and scenic. In Idaho, rivers declared under the Wild and Scenic Rivers Act include the Clearwater (Middle Fork) River, Rapid River, St. Joe River, Salmon River, Salmon (Middle Fork) River and the Snake River downstream of Hells Canyon Dam. Research of the National Wild and Scenic River System's National Inventory of Wild and Scenic Rivers indicates that there are no designated "Wild and Scenic Rivers" within a 1,000 foot radius of the Nampa Municipal Airport.