Planning and Zoning Commission
Hearing Date: May 21, 2026
Canyon County Development Services Department

PLANNING DIVISION STAFF REPORT

CASE NUMBER:	**CU2025-0015**
APPLICANT/REPRESENTATIVE:	**Chris Liudahl (Norwegian Bazaar LLC)**
PROPERTY OWNER:	**Dar Symms (Symms Fruit Ranch Inc)**
APPLICATION:	**Conditional Use Permit: Special Events Facility (Norwegian Weekend Bazaar)**
LOCATION:	**20051 Lowell Road, Caldwell, Idaho, 83607** **Approx. 17-acres of Parcel R33566 (35.49-acres)**
ANALYST:	**Arbay Mberwa, Associate Planner**
STAFF RECOMMENDATION:	**Denial**

REQUEST:
The applicant, Chris Liudahl, is requesting a conditional use permit for a special events facility for a Norwegian weekend bazaar for up to 328 vendors and 12 food truck spots, open to the public Saturdays and Sundays 11 AM to 8 PM with approximately 828 parking spaces on approximately 17 acres of the 35.49 acres on parcel R33566 in the "A" (Agricultural) zone. The subject property is located at 20051 Lowell Road, Caldwell, Idaho, 83607, also referenced as Parcel R33566, a portion of the NE quarter of Section 27, T3, R4, BM, Canyon County, Idaho.

PARCEL INFORMATION REPORT: *See **Exhibit C1** for information.*

APPLICABLE CODE:
The following laws and ordinances apply to this decision: Canyon County Code of Ordinances (CCCO) §01-17 (Land Use/Land Division Hearing Procedures), CCCO §07-05 (Notice, Hearing and Appeal Procedures), CCCO §07-07 (Conditional Use Permits), CCCO §07-02-03 (Definitions), CCCO §07-10-27 (Land Use Regulations (Matrix)), Idaho Code §67-6512 (Special Use Permits, Conditions, and Procedures).

BACKGROUND:
Parcel R33566, the subject parcel was originally a 40-acre parcel. In 1983, the subject parcel was divided to create parcel R33567, a 0.80-acre parcel (**Exhibit C2**). In 2000, approximately 2.96-acres of Parcel R33566 and R33567 was dedicated to Idaho Transportation Department for State Highway 55 (**Exhibit C3**). The subject parcel is approximately 35.49-acres and zoned "A" (Agricultural) as is the future land use designation.

The property owner submitted a conditional use permit application for a retail nursery and food processing facility in 2024 and was approved with conditions (**Exhibits C4**). Condition(s) outlined in the 2024 case have yet to be completed, resulting in the aforementioned use to not be in compliance with Canyon County zoning ordinance and conditions of approval listed in CU2024-0002 Findings of Facts, Conclusion of Law and Order. The applicant submitted a conditional use permit for a special events facility on July 16, 2025, requesting to use approximately 17 acres out of the 35.49-acre parcel as a bazaar.

HEARING CRITERIA:

Table 1. Conditional Use Permit Standards of Evaluation Analysis

Standards of Evaluation – CCCO §07-07-05: The presiding party shall consider each conditional use permit application by finding adequate evidence to answer the following questions in its FCOs:		
County Ordinance and Staff Review		
Criteria Met?	**Code Section**	**Analysis**
Yes	**1**	**Is the proposed use permitted in the zone by conditional use permit?**
Analysis	The proposed use is permitted in the zone by conditional use permit, pursuant to County Ordinance (CCCO §07-10-27). The proposed use consists of a special events facility to establish a weekend bazaar on 17 acres of Parcel R33566, the subject property (**Exhibit B**). A special events facility is defined as "any temporary event including, but not limited to, weddings, picnics, barbecues, holiday events and parties, dances, concerts, footraces and walks, bazaars, and harvest festivals" (CCCO 07-02-03). *See project description analysis contained in Section 07-070-05(2) detailing the nature of the request.*	
Criteria Met? **Yes**	**2**	**What is the nature of the request?**
Analysis	The nature of the request consists of a special events facility to establish a weekend bazaar on approximately 17 acres of parcel R33566. • The requested use of a seasonal special events facility consists of a Norwegian weekend bazaar that will be family-friendly and add to the Sunny Slope region (**Exhibit B1**). • The applicant proposes the special events facility be seasonal operating form April 1 to October 1 yearly. • 328 20'x15' vendor booths available to rent on a weekend and 12 food truck spots. The applicant proposes 828 parking spaces for visitors and vendors of which 33 are Americans with Disability Act (ADA) compliant (**Exhibit B2**). • The event space will be enclosed with a 4-6 foot mesh fencing with entrances/exits located at each corner with two (2) 10' wide gates and four (4) 8'x10' ticket booths of which one (1) will be a permanent structure to allow for addressing due to emergency/safety purposes (**Exhibit B2**). • Vendors must register on Fridays from 9 AM to 1 PM and may begin setting up tables and tents on Saturday mornings before opening to the public. Individual vendors shall provide their own table and tents and will be required to be color coordinated (i.e. all white, neutral or camouflage tents) to be compatible with the surrounding area. Vendors are recommended to take down tables and tents at the end of each day to avoid material and/or equipment from being damaged and/or lost. • Seasonal operations will be from April to October. Hours of operation will be Friday to Monday. • The bazaar will be open to the public on Saturday and Sunday from 11 AM to 8 PM, the applicant estimates 125 customers and vendors to visit the site a day. • The proposed use will have 10-12 employees (**Exhibit B3**). Four to six (4-6) employees will be cleaning the site on Mondays from 9 AM until completion. • Access is proposed to be provided from Lowell Road via a paved approach (**Exhibit B4**). • The applicant proposes to install a 4'x8', 7' tall non-illuminated freestanding sign on site and any other signs imposed by applicable agencies.	
Criteria Met? **No**	**3**	**Is the proposed use consistent with the comprehensive plan?**
Analysis	The proposed use is not consistent with the 2030 Comprehensive Plan. Parcel R33566 is zoned "A" (Agricultural), a future land use designation of "A" (Agricultural) with a zoning overlay district of Agri-tourism business use, Agri-tourism exclusive farm use and Scenic byway buffer. Highlighted below are goals, action plans, and policies in the 2030 Comprehensive Plan the proposed use on parcel R33566 does not align with, but not limited to the following:	

Chapter 1 Property Rights:
A1.01.00a Require properties to conform to the zoning code before receiving additional zoning approvals.

Property owners have "the right to enjoy the property for its intended use without creating nuisances. Zoning categorizes land uses based on compatibility, such as agriculture, residential, commercial, and industrial. Each category has characteristics that might not be compatible with other zoning categories (Pg. 10, Comprehensive Plan 2030)."

The subject property does not comply with the zoning code as conditions outlined in CU2024-0002 have not been met, nor is the proposed use compatible with the surrounding area. *See section 07-07-05(4) for analysis on land use compatibility and consistency.*

Chapter 3 Economic Development:
P3.01.02 Support suitable sites for economic growth and expansion compatible with the surrounding area.
G3.04.00 Increase agricultural-based and supportive businesses.
P3.04.01 Build Canyon County as the premier location for agricultural-based businesses of all sizes.
G3.04.00 Increase agricultural-based and supportive businesses.

The future land use designation of parcel R33566 is "A" (Agricultural) with a zoning overlay district of Agri-tourism business use, although the overlay districts have yet to be adopted; the trend in this area is agritourism based. "Agriculture is a significant economic driver (Pg. 19, Comprehensive Plan 2030)."

The proposed use is not strictly for agricultural businesses; vendor spaces are available for any use. The only restricted use is similar products sold by Symms Fruit Ranch such as whole apples and peaches and the sale of alcoholic beverages shall be prohibited.

Chapter 4 Land Use and Community Design
G4.02.00 Ensure that growth maintains and enhances the unique character throughout the County.
P4.02.01 Consider site capability and characteristics when determining the appropriate locations and intensities of various land uses.
P4.07.01 Plan land uses that are compatible with the surrounding community.
P4.05.02 Consider development on poor soils (Class 4 or higher) that will not interfere with viable agricultural operations in the area.
G4.08.00 Maintain and enhance the aesthetic beauty of the County.

The character of the area is primarily zoned Agricultural and is used as such. The subject property is also utilized as a retail nursery and a food/produce processing facility (**Exhibit C4**). The commercial operation of a bazaar is not compatible with the surrounding agricultural land use, as its use is commercial in nature not exclusively agricultural. The location of the proposed use is on Sunny Slope Road and the Sunny Slope Wine Region. The subject property is located along the scenic byway therefore the aesthetics of the county should not be disturbed. The soil capability is moderately suited soil class three (3) and class four (4) in the northwest corner of the subject property. The subject property is prime farm ground if irrigated. The property was utilized as an orchard and recently used to grow onions, potatoes and asparagus according to the applicant. At the time of the site visit staff observed onions growing on site (**Exhibit D**). The property owner may grow grass on the subject property to maintain the soil health. The applicant proposes livestock to graze the site when the bazaar is not operating.

Chapter 8 Transportation:
G8.02.00 Provide safe transportation improvements for all users and connections to adjacent areas.

According to the completed traffic impact study the use is not anticipated to negatively impact traffic patterns (**Exhibit B6**). The traffic impact study has yet to be reviewed by Golden Gate Highway District and Idaho Transportation Department to confirm the requested use will provide adequate safe

transportation for the proposed use. "Idaho Transportation Department (ITD) is responsible for constructing and maintaining state, U.S. and interstate highways in the County (Pg. 61, Comprehensive Plan 2030)." Comments provided by ITD state that access to Sunny Slope for the proposed use is prohibited and the applicant shall coordinate with ITD to determine if a turn lane is warranted and work on a signage plan. The access road will be from Lowell Road. *See Code Section 7 for analysis regarding traffic.*

Chapter 12 Agriculture:
P12.01.01 Preserve and maintain agriculturally designated lands for agricultural use.
G12.01.00 Protect agricultural lands for long-term agricultural production from the encroachment of incompatible uses.

The proposed use is designed to revert to agricultural ground when needed however, the proposed use will take the proposed 17 acres out of agricultural crop production, as the proposed use runs through growing and harvesting seasons. The applicant proposes to plant grass on site to mitigate dust concerns and allow for grazing of the site area to keep it in agricultural practice during off seasons.

The proposed use does not align with the 2030 Comprehensive Plan as the future land use designation is "A" (Agricultural) and the proposed use is commercial in nature, not exclusively related to agricultural practice.

Criteria Met?		
No	**4**	**Will the proposed use be injurious to other property in the immediate vicinity and/or negatively change the essential character of the area?**

Analysis

The proposed use will be injurious to other property in the immediate vicinity and will negatively change the essential character of the area during operations.

Adjacent Existing Parcels within a 600' radius of the subject property:

Direction	Existing Use	Primary Zone	Other Zones
N	**Agricultural**	**"A"**	-
E	**Agricultural**	**"A"**	-
S	**Agricultural**	**"A"**	-
W	**Agricultural**	**"A"**	-
"A" (Agricultural), "R-R" (Rural Residential), "R-1" (Single-Family Residential), "C-1" (Neighborhood Commercial), "C-2" (Service Commercial), "M-1" (Light Industrial), "CR" (Conditional Rezone)			

Character of the Area: The Sunny Slope area is known for its agritourism, wine region and agricultural land use (**Exhibit D**). The soil on the subject parcel has a class 3 and 4, moderately suited soil. The Parcel is majority prime farmland if irrigated with a portion being farmland of statewide importance, if irrigated **(Exhibit C9.10-12).** The area is known for wineries and distilleries as the Sunnyslope American Viticultural Area is located in the surrounding area. There are other agricultural uses in the area such as the food processing facility, a retail nursery and orchards. The proposed use is not anticipated to fit in with the character of the area due to the scale of operations. There are four (4) subdivisions in the surrounding area (**Exhibit C9.8**). Sunny Slope is a principal arterial road that provides access to the surrounding area while Lowell Road is a local road.

Surrounding Land Use Cases:
Within 600' of the property there are no active land use development cases. In the past few years, there have been applications made as seen in **Exhibit C9.7** such as following but not limited to:

- A conditional use permit on the subject parcel for a retail nursery and a food processing facility, which was approved by the Hearing Examiner on March 10, 2025 (**Exhibit C4**).

	• A conditional use permit on the subject parcel and Parcel R33567 for an RV resort within the agricultural zone. The case was denied by the Planning and Zoning Commission, appealed, then later denied by the Board of County Commissioners in 2022 **(Exhibits C6**). • To the southeast, there was a proposed conditional use permit on a 45.32-acre parcel for a special events facility for agritourism and weddings. That case was denied by the Planning and Zoning Commission, appealed, then denied by the Board of County Commissioners in 2023 (**Exhibit C7**). • To the west, there have been attempts for a comprehensive plan map amendment and rezone but they have been withdrawn. • AD2015-93, approved for farmworker housing on parcel R33480 (**Exhibit C8**). The past land use cases illustrate the area is meant for agricultural uses, the proposed use does not fit within the agricultural zone. **Compatibility:** Due to the majority of the subject property being utilized for agricultural uses and the character of the area being agriculture, the proposed use is anticipated to negatively impact the surrounding area as the proposed use is more aligned with one of a large scale commercial operation. The proposed use is anticipated to have sufficient roadways, and services that will not exclude or diminish services for others according to the traffic impact study, however, the TIS has not been analyzed by GGHD3 and ITD. The proposed use is not exclusively agriculturally related nor similar to the existing surrounding uses. The interactions between the uses on the subject property could be compatible, however, it is anticipated to negatively impact the surrounding land uses as the scale of the operation takes farm ground out of agricultural practice and due to the nature of the request. The requested use on site is not anticipated to be compatible with the surrounding area. **Potential Impacts:** The applicant has submitted a traffic impact study, but, it has not been reviewed by the highway district or ITD. The proposed use may have impacts on the transportation system however the effects of the impacts are unknown until the traffic impact study is reviewed by Golden Gate Highway District No. 3 and Idaho Transportation Department. It's anticipated that the scenic byway will be negatively impacted by the number of tents and vehicles that will be visible from Sunny Slope. The proposed use of a bazaar may change the character of the area, as the special events facility will be approximately 450' west from the eastern property line, however, will be visible from Sunny Slope Road. Parcel R33566 is on a scenic byway route, the intent of the scenic byway is to "highlight the rich agricultural heritage of canyon county and the farmers and ranchers who work the land and provide food for communities (pg. 1-2, Snake River Canyon Scenic Byway, 2009)" **(Exhibit C5**). The overlay "preserves and protects the country's cultural, architectural, and archaeological history, enhances the scenic resources of scenic byways and ensures that new development minimizes impacts through appropriate design (Pg.28, Comprehensive Plan 2030)." Sunny Slope Road is a part of the Snake River Scenic Byway. Public comments were received in opposition to the proposed use with concerns the use may expand to a larger operation. Additionally, the comment letter outlines conditions that may be added if the Commission wishes to approve the request **(Exhibit F1**). The applicant doesn't anticipate the use of amplified music and will create a family-friendly special event facility. Other comments received in opposition include but are not limited to concerns the proposed use is not consistent with the Comprehensive Plan, change in the essential character of the area resulting in negatively impacting the surrounding area due to the scale of the operation and traffic impacts the use will have on surrounding agricultural uses. *See **Exhibit F** for all comments received.*
Criteria Met? **Yes**	**5**	**Will adequate water, sewer, irrigation, drainage and stormwater drainage facilities, and utility systems be provided to accommodate the use?**
Analysis	The project will have adequate water, sewer, irrigation, drainage and stormwater drainage facilities, and utility systems to accommodate the proposed use based on the analysis contained herein.	

	Water: The proposed use does not require domestic drinking water. The applicant will spray down the site prior to opening on weekends as a form of dust control as well as laying down hay/straw or growing grass on site. **Sewer:** The applicant proposes four (4) portable restrooms and two (2) washing stations at each of the four (4) ticket booths resulting in sixteen (16) portable restrooms and eight (8) washing stations for the proposed use. The applicant intends to have the portable restrooms on site throughout the season (April to October). Per southwest District Health (SWDH) the proposed number of portable restrooms may be adequate for the proposed use as the event will run for approximately nine (9) hours with approximately ten (10) employees and based on the provided parking spaces with approximately two (2) occupants per vehicle the proposed use may attract upwards of 1,600 attendees to the site, therefore the applicant shall provide approximately 12-18 portable restrooms (**Exhibit E2.2**). According to SWDH the applicant shall comply with conditions and service requirements of the portable restrooms specified in the Technical Guidance Manual. The subject property is located in a nitrate priority area, and a nutrient pathogen study is not required (**Exhibit E2**). **Irrigation:** Irrigation will be provided via surface irrigation through pressurized irrigation for the proposed use. Agency notifications were sent out to Wilder Irrigation District and Boise Project Board of Control on January 27, 2026 and April 16, 2026, Boise Project Board of Control provided comments on April 8, 2026, stating there is a 25' easement from the centerline of the Lizard Lateral and a 55' easement from the Lizard Wasteway that shall be unobstructed (**Exhibit C9.15 & E5**). The applicant proposes the special events facility access and roadway be adjacent to the Lizard Lateral. **Drainage:** The subject parcel contains the Lizard Lateral and Lizard Wasteway on the northwest corner of the 35.49-acre parcel adjacent to the proposed 17-acres that will be utilized for the proposed use. Per the land use worksheet, the applicant proposes to use a holding pond and ditches for drainage. The lateral and waste way is not anticipated to be impacted by the proposed use. **Stormwater drainage facilities:** According to the land use worksheet stormwater will be retained onsite (**Exhibit B3**). **Utility Systems:** An agency notice was sent out to Century Link, Intermountain Gas, Idaho Power, and Ziply on January 27, 2026 and April 16, 2026, but no comments were received. It's anticipated that adequate utilities will be provided to accommodate the proposed use. The applicant may contact utility companies if additional utilities are required for the proposed use. **Building/Addressing:** The proposed use includes temporary structures, such as sheds and tents. According to Development Services GIS Division one (1) structure shall be permanent to allow for the proposed location to be addressed (**Exhibit E4**). The structure shall obtain a commercial building permit to verify uplift and life safety per Development Services Building Department (**Exhibit E6**). There are structures on the subject property constructed without building permits, however not a part of the proposed use (**Exhibit C4**).
Criteria Met? **Yes**	**6**	**Does legal access to the subject property for the development exist or will it exist at the time of development?**
Analysis	The subject property does have legal access for the development, and it currently exists on Lowell Road (**Exhibit B4**). The subject parcel has frontage along Lowell Road, a local road and Sunny Slope Road also known as State Highway 55 (SH-55), a principal arterial roadway. According to the applicant, Lowell Road will be used to access the parcel for the proposed use. Golden Gate Highway District No. 3 issued a commercial approach permit on Lowell Road on April 30, 2025 (**Exhibit B4**). According to Idaho Transportation	

	Department (ITD) a turn lane warrant analysis for the proposed use is required due to the special events facility's proximity to State Highway 55. The applicant shall work with ITD to place signage on Sunny Slope Road to ensure access off State Highway 55 is not utilized as the only approved access is from Lowell Road (**Exhibit E3**).	
Criteria Met? **Yes**	**7**	**Will there be undue interference with existing or future traffic patterns?**
Analysis	There may not be undue interference with the existing or future traffic patterns as evidenced by the traffic impact study. Parcel R33566 is located at the intersection of Sunny Slope Road, a principal arterial and Lowell Road a local road. The applicant estimates approximately 125 visitors per day on-site and anticipates to grow throughout the years. The TIS states there will be 50 trips generated by the proposed use during PM peak hour. The proposed bazaar consists of a total of 828 parking spaces in a grassed or strawed parking lot. Per CCCO §07-13-03(6) off street parking shall be provided, special events shall have one (1) parking space for every 600 square feet of floor area. The floor area of the special events facility is 126,000 square feet. Based on the aforementioned requirements, the proposed use shall provide at minimum 1,680 parking spaces to meet §07-13-03(6). the proposed use does not meet the minimum parking requirements at this time. Agency notice was sent out to Golden Gate Highway District No. 3 (GGHD3) on January 27, 2026, and on April 16, 2026, the agency provided comments noting that a Traffic Impact Study (TIS) is required to further investigate traffic impacts, the possible need for turn lanes, and/or additional access and improvements. The applicant submitted a Traffic Impact Study to DSD on May 7, 2026. The study concludes that the special event will not interfere with existing or future traffic patterns. Majority of the traffic will be travelling from SH-55 north of Lowell Road but may come from any direction. The bazaar will generate 50 trips during peak hour. At this time, the proposed use is not anticipated to negatively impact current and/or future traffic patterns according to the submitted TIS, but the TIS requires GGHD3 and ITD to review the study to ensure the requested use does not interfere with or negatively impact future traffic patterns (**Exhibit E1**). ITD provided comments on February 5, 2026, noting that a turn lane warrant analysis is needed and the applicant shall provide ITD with a signage plan to ensure costumers use the approved access off Lowell Road only (**Exhibit E3**). The TIS found no turn lanes are warranted under 2027 and 2034 traffic conditions however a recommendation was made to have an employee manage the traffic circulation to control traffic. The Snake River Canyon Scenic Byway runs on Sunny Slope Road, and the Sunny Slope Loop runs along Sunny Slope and Lowell Road (**Exhibit C5**). The proposed use is not anticipated to interfere with the current or future traffic patterns per the TIS. Public comments were received in opposition of the requested use due to traffic impacts on Lowell Road, being a local road used by farmers, the number of trips generated by the proposed use due to the large scale operation.	
Criteria Met? **Yes**	**8**	**Will essential services be provided to accommodate the use including, but not limited to, school facilities, police and fire protection, emergency medical services, irrigation facilities, and will the services be negatively impacted by such use or require additional public funding in order to meet the needs created by the requested use?**
Analysis	Essential services will be provided to accommodate the use including, but not limited to school facilities, police and fire protection, emergency medical services, and irrigation facilities. The services will not be negatively impacted by such use, and/or require additional public funding in order to meet the needs created by the requested use. **School Facilities:** Agency notice was sent out on January 27, 2026 and April 16, 2026, to Vallivue School District, no comments were received. The proposed use is not anticipated to negatively impact school facilities.	

	Police and Fire protection: Agency notice was sent out on January 27, 2026 and April 16, 2026, to Marsing Fire District, the state fire marshals, and Canyon County Sheriff no comments were received. The proposed use is not anticipated to negatively impact police and fire protection. **Emergency Medical Services:** Agency notice was sent out on January 27, 2026 and April 16, 2026, to Marsing Ambulance, Paramedics, and Emergency Coordinator, no comments were received. The proposed use is not anticipated to negatively impact emergency medical services. Three (3) public comments were received in opposition related to emergency medical services. The use "will place a heavy burden on Canyon County first responders and surround[ing] counties for emergency services….(**Exhibit F5**)." **Irrigation Facilities:** Agency notice was sent out on January 27, 2026 and April 16, 2026, to Wilder Irrigation District and Boise Project Board of Control. The proposed use shall not obstruct the Lizard Waste way or Lateral according to Boise Project Board of Control on April 8, 2026 (**Exhibit E5**). The proposed use is not anticipated to negatively impact irrigation facilities.

NOTIFICATION AND COMMENTS:
Notice of the public hearing was provided as per CCCO §07-05-01. Agencies were notified on January 27, 2026. Property owners within 600 feet of the subject property boundaries were notified on April 16, 2026. Full political notice was completed on April 16, 2026. A newspaper notice was published on April 21, 2026. The subject property was posted with a notice on April 21, 2026.

Pursuant to CCCO §01-17-07B - Materials Deadline, the submission of late documents or other materials does not allow all parties time to address the materials or allow sufficient time for public review. After the materials deadline, any input may be verbally provided at the public hearing to become part of the record.

AGENCY COMMENTS
All agency comments received by the aforementioned materials deadline are located in **Exhibit E**.

PUBLIC COMMENTS
Staff received seventeen (17) total written public comments by the materials deadline of May 11, 2026. Generally, of the comments received, zero (0) were in favor, zero (0) were neutral, and seventeen (17) were opposed. All public comments received by the aforementioned materials deadline are located in **Exhibit F**.

RECOMMENDATION AND DECISION OPTIONS:
In consideration of the application and supporting materials, staff concludes that the proposed conditional use permit is not compliant with Canyon County Ordinance §07-07-05. A full analysis is detailed within the staff report.

Should the Commission wish to deny the subject application, staff recommends the following actions the applicant may take to gain approval be attached:

1. Reduce the scale of the bazaar and have it be agriculturally related to fit the character of the area.
2. Coordinate with local agencies (i.e. Marsing Fire District, Boise Project Board of Control, Canyon County Emergency Management Coordinator, Golden Gate Highway District No. 3, Idaho Transportation Department, etc.) to ensure adequate infrastructure can be provided.
   a. An emergency plan shall be submitted and approved by the Canyon County emergency coordinator prior to commencement.
3. The subject parcel shall come into compliance with Canyon County Code by complying with all conditions of approval outlined in CU2024-0002.

Should the Commission wish to approve the subject application, staff recommends the following conditions be attached:

1. The development shall comply with all applicable federal, state, and county laws, ordinances, rules, and regulations that pertain to the subject property and the proposed use.
    a. The parcel shall be brought into compliance with Canyon County Code prior to commencement.
2. The special events facility shall be limited to 17-acres on parcel R33566 (**Exhibit B2**). This permit is not transferable to any other property or individual and is not valid for any business or use other than that specifically approved by the Planning and Zoning Commission.
3. This conditional use permit shall follow land use time limitation as stated in CCZO 07-07-23: "When a conditional use permit is granted, the land use or construction of its facility proposed in the application must have commenced within three (3) years of the date of the final decision by the presiding party or a court of appropriate jurisdiction. The improvements for the approved use must be completed within five (5) years of the same date.
4. The proposed development shall be in conformance with the applicant's letter of intent and site plan (**Exhibit B1&B2**).
    a. The hours of operation open to the public shall be 11 AM to 8 PM. Saturday and Sunday (**Exhibit B1**).
    b. The hours of operation for the bazaar shall be Friday through Monday.
    c. The use shall be seasonal with yearly operations from April 1 to October 1.
    d. There shall be no more than twelve (12) employees related to the proposed use.
    e. A traffic controller shall be on site.
5. Prior to the commencement of use, all parking spaces shall meet all applicable off-street parking requirements (CCZO 07-13-01 and 07-13-03). Evidence shall be submitted to Canyon County DSD.
    a. The bazaar shall have a minimum of 1,680 parking spaces and a loading space in accordance with CCZO 07-13-03(3).
    b. A parking and circulation plan drawn to scale must be submitted and obtain any necessary fire district and highway district approvals. The parking and circulation plan must be compliant with Canyon County's off-street parking requirements (CCZO 07-13-01 and 07-13-03). Evidence of consistency shall be turned into Canyon County DSD prior to commencement of the use on the subject property.
6. All exterior lighting, permanent and temporary, shall be directed away from adjacent properties, facing downward and shielded. Exterior lighting compliance if installed shall be demonstrated in the building plans submitted as part of the building permit submittal. Review and approval by DSD shall be completed before building permit issuance.
7. The special event area site and fencing shall be maintained and kept in good repair. The special event area and surrounding fence line shall be kept weed free and/or maintained with weeds being 6" in height or less.
8. Music and/or amplified sound shall be prohibited.
9. Alcoholic beverages (inclusive of beer and wine) for special events at the facility shall be prohibited.
10. The applicant shall comply with Boise Project Board of Control and Wilder Irrigation District and not impede, disrupt, or otherwise disturb the existing irrigation structures on and adjacent to the proposed site.
    a. The Lizard Wasteway has a 55' easement from the centerline and Lizard Lateral has a 25' easement from the centerline that shall not be used or obstructed by the use.
11. The operator shall dispose of waste in a manner that does not contribute to potential environmental and water contamination in and around the subject property.
12. Signage shall meet CCZO §07-10-13 requirements and shall not exceed 32 sq. feet unless additional sign permits are applied for and approved by the Director.
13. Dust shall be controlled per applicable federal, state, and county laws, ordinances, rules, and regulations that pertain to operations including but not limited to nuisance regulations (CCCO Chapter 2 Article 1: Public Nuisances). The applicant shall submit a dust mitigation plan prior to commencement of use

14. The balance of parcel R33566 not to be used for the proposed uses shall remain in productive agricultural use unless otherwise permitted.
15. The applicant shall develop an emergency response plan which shall include an evacuation plan. The emergency response plan shall be on file and the evacuation plan shall be posted on the site during events
16. The proposed structure(s) shall receive approval from Marsing Fire district, Golden Gate Highway District No. 3, Idaho Transportation Department and Southwest District Health prior to building permit issuance (**Exhibit E6**).
17. Comply with all Fire District requirements per State adopted IFC and as evidenced by review and approval documentation from the applicable fire district prior to issuance of a certificate of occupancy and prior to commencement of the use on the subject parcel
18. The applicant shall comply with applicable Golden Gate Highway District No. 3 and ITD requirements.
    a. Access shall strictly be from Lowell Road.
    b. The applicant shall coordinate with ITD to complete a turn lane warrant analysis and implement road signage to restrict usage of state highway 55 as an access prior to the commencement of use.
    c. The applicant shall make any improvements outlined in the Traffic Impact Study prior to the commencement of use if required by Golden Gate Highway District No. 3 and/or ITD.
19. The applicant shall comply with all Southwest District Health requirements (**Exhibit E2**).
    a. The applicant shall provide 16 portable restrooms.
    b. Portable sanitation units shall be serviced at least once per week by a licensed plumber and permitted through a health district.
    c. Food preparation is prohibited on-site unless approved by Southwest District Health and the Idaho Department of Environmental Quality.
    d. Food trucks on site shall be licensed with Southwest District Health.

DECISION OPTIONS

- **Approval of the Application**: "I move to approve CU2025-0015, Liudahl, finding the application **does** meet the criteria for approval under Article §07-07-05 of Canyon County Zoning Ordinance, **with the conditions listed in the staff report, finding that**: [*Cite reasons for approval & Insert any additional conditions of approval*].
- **Denial of the Application**: "I move to deny CU2025-0015, Liudahl finding the application **does not** meet the criteria for approval under Article §07-07-05 of Canyon County Zoning Ordinance, **finding that** [*cite findings for denial based on the express standards outlined in the criteria & the actions, if any, the applicant could take to obtain approval (ref.ID.67-6519(5)*].
- **Table the Application:** "I move to continue CU2025-0015, Liudahl to a [*date certain or uncertain*]

EXHIBITS:

A. **Draft FCO'S**
B. **Application Packet & Supporting Materials**
    1. Letter of Intent
    2. Site Plan
    3. Land Use worksheet
    4. Golden Gate Highway Dist. Approach permit approval
    5. Communication/Email Correspondence
    6. Traffic Impact Study

C. Supplemental Documents
    1. Parcel Information Report
    2. PI2023-0120
    3. ITD Rd Dedication (Inst#20029163)
    4. CU2024-0002
    5. Scenic Byway

6. CU2022-0007-APL
7. CU2022-0034-APL
8. AD2015-93
9. Cases Maps/Reports
    9.1. Neighborhood Notification Map
    9.2. Small Aerial Map
    9.3. FEMA Map
    9.4. Vicinity Map
    9.5. Zoning Map
    9.6. Future Land Use Map
    9.7. Case Map
        a. Case Report
    9.8. Subdivision Map
        a. Lot Report
    9.9. Lot Classification
    9.10. Soil Map
    9.11. Prime Farm Land Map
    9.12. Soil and Prime Farm Land Report
    9.13. Contour Map
    9.14. Slope Map
    9.15. Nitrate Priority Map
    9.16. TAZ Job Map
    9.17. Feedlot Map

D. Site Visit Photos: March 31, 2026

E. Agency Comments Received by: May 11, 2026

1. Golden Gate Highway District; Received: January 27, 2026
2. Southwest District Health; Received: January 27, 2026
    2.1. Pre-application meeting notes dated: January 21, 2025
    2.2. Email Correspondence on: March 23, 2026
3. Idaho Transportation Department; Received: February 5, 2026
4. Development Services GIS Division; Received: February 19, 2026
5. Boise Project Board of Control; Received: April 8, 2026
6. Development Services Building Department; Received: April 23, 2026

F. Public Comments Received by: May 11, 2026

1. John Kernkamp; Received: April 23,
2. Nancy Penrod; Received: May 5, 2026
3. Wane Rundall; Received: May 6, 2026
4. Fred Confer; Received: May 6, 2026
5. Anne Delgado; Received: May 9, 2026
6. Judy Leathers; Received: May 10, 2026
7. Jeff and Barbara Fletcher; Received: May 10, 2026
8. Johnny Golden; Received: May 11, 2026
9. Zack Johnson; Received: May 11, 2026
10. Karen Rawlings ; Received: May 11, 2026
11. Gerri Smith; Received: May 11, 2026
12. Krystal Johnson; Received: May 11, 2026
13. Laura and Jason Schroeder; Received: May 11, 2026
14. Pamela Nett; Received: May 11, 2026
15. Connie Lou Aebischer; Received: May 11, 2026
16. Shelly and Darren Scott; Received: May 11, 2026
17. Growing Together; Received: May 11, 2026

EXHIBIT A

DRAFT – Findings of Fact, Conclusions of Law & Order (FCOs)

Planning & Zoning Commission

Case# CU2025-0015

Hearing date: May 21, 2026

PLANNING AND ZONING COMMISSION

FINDINGS OF FACT, CONCLUSION OF LAW AND ORDER

In the matter of the application of:
Norwegian Bazaar LLC – CU2025-0015

The Canyon County Planning and Zoning Commission considers the following:

The applicant, Chris Liudahl, is requesting a conditional use permit for a special events facility for a Norwegian weekend bazaar for up to 328 vendors and 12 food truck spots, open to the public Saturdays and Sundays 11 AM to 8 PM with approximately 828 parking spaces on approximately 17 acres of the 35.49 acres on parcel R33566 in the "A" (Agricultural) zone. The subject property is located at 20051 Lowell Road, Caldwell, Idaho, 83607, also referenced as Parcel R33566, a portion of the NE quarter of Section 27, T3, R4, BM, Canyon County, Idaho.

Summary of the Record

1. The record is comprised of the following:

    A. The record includes all testimony, the staff report, exhibits, and documents in Case File CU2025-0015.
        1. All exhibits are located in the case staff report dated May 21, 2026

Applicable Law

1. The following laws and ordinances apply to this decision: Canyon County Code of Ordinances (CCCO) §01-17 (Land Use/Land Division Hearing Procedures), CCCO §07-05 (Notice, Hearing and Appeal Procedures), CCCO §07-07 (Conditional Use Permits), CCCO §07-02-03 (Definitions), CCCO §07-10-27 (Land Use Regulations (Matrix)), CCCO §07-14 (Use Standards), Idaho Code §67-6512 (Special Use Permits, Conditions, and Procedures).

    a. Notice of the public hearing was provided pursuant to CCCO §07-05-01, Idaho Code §67-6509 and 67-6512.

    b. A special use permit may be granted to an applicant if the proposed use is conditionally permitted by the terms of the ordinance, subject to conditions pursuant to specific provisions of the ordinance, subject to the ability of political subdivisions, including school districts, to provide services for the proposed use, and when it is not in conflict with the plan. Idaho Code §67-6512.

    c. Every use which requires the granting of a conditional use permit is declared to possess characteristics which require review and appraisal by the commission to determine whether or not the use would cause any damage, hazard, nuisance or other detriment to persons or property in the vicinity. *See* CCCO §07-07-01.

    d. Upon the granting of a special use permit, conditions may be attached to a special use permit including, but not limited to, those: (1) Minimizing adverse impact on other development; (2) Controlling the sequence and timing of development; (3) Controlling the duration of development; (4) Assuring that development is maintained properly; (5) Designating the exact location and nature of development;(6) Requiring the provision for on-site or off-site public facilities or services; (7) Requiring more restrictive standards than those generally required in an ordinance; (8) Requiring mitigation of effects of the proposed development upon service delivery by any political subdivision, including school districts, providing services within the planning jurisdiction. *See* Idaho Code §67-6512, CCCO §07-07-17, and 07-07-19.

DRAFT

2. The commission shall have those powers and perform those duties assigned by the board that are provided for in the local land use planning act, Idaho Code, title 67, chapter 65, and county ordinances. CCCO §07-03-01, 07-07-01.

3. There are no mandates in the Local Planning Act as to when conditional permits may or may not be granted, aside from non-compliance with the community master plan. I.C. § 67-6512. Chambers v. Kootenai Cnty. Bd. of Comm'rs, 125 Idaho 115, 117, 867 P.2d 989, 991 (1994).

4. The burden of persuasion is upon the applicant to prove that all criteria are satisfied. CCCO §07-05-03.

5. Idaho Code §67-6535(2) requires the following: The approval or denial of any application required or authorized pursuant to this chapter shall be in writing and accompanied by a reasoned statement that explains the criteria and standards considered relevant, states the relevant contested facts relied upon, and explains the rationale for the decision based on the applicable provisions of the comprehensive plan, relevant ordinance and statutory provisions, pertinent constitutional principles and factual information contained in the record.

6. The County's hearing procedures adopted per Idaho Code §67-6534 require that final decisions be in the form of written findings, conclusions, and orders. CCCO 07-05-03(1)(I).

The application, CU2025-0015, was presented at a public hearing before the Canyon County Planning and Zoning Commission on May 21, 2026. Having considered all the written and documentary evidence, the record, the staff report, oral testimony, and other evidence provided, including the conditions of approval and project plans, the Canyon County Planning and Zoning Commission decide as follows:

Table 1. Conditional Use Permit Standards of Evaluation Analysis

Standards of Evaluation – CCCO §07-07-05: The presiding party shall consider each conditional use permit application by finding adequate evidence to answer the following questions in its FCOs:		
County Ordinance and Staff Review		
Criteria Met?	**Code Section**	**Analysis**
Yes	**1**	**Is the proposed use permitted in the zone by conditional use permit?**
Analysis	*The proposed use is permitted in the zone by conditional use permit, pursuant to County Ordinance (CCCO §07-10-27). The proposed use consists of a special events facility to establish a weekend bazaar on 17 acres of Parcel R33566, the subject property (**Exhibit B** of the Staff Report). A special events facility is defined as* "any temporary event including, but not limited to, weddings, picnics, barbecues, holiday events and parties, dances, concerts, footraces and walks, bazaars, and harvest festivals" (CCCO 07-02-03). *See project description analysis contained in Section 07-070-05(2) detailing the nature of the request.*	
Criteria Met? **Yes**	**2**	**What is the nature of the request?**
Analysis	The nature of the request consists of a special events facility to establish a weekend bazaar on approximately 17 acres of parcel R33566. • The requested use of a seasonal special events facility consists of a Norwegian weekend bazaar that will be family-friendly and add to the Sunny Slope region (**Exhibit B1** of the Staff Report). • The applicant proposes the special events facility be seasonal operating form April 1 to October 1 yearly. • 328 20'x15' vendor booths available to rent on a weekend and 12 food truck spots. The applicant proposes 828 parking spaces for visitors and vendors of which 33 are Americans with Disability Act (ADA) compliant (**Exhibit B2** of the Staff Report). • The event space will be enclosed with a 4-6 foot mesh fencing with entrances/exits located at each corner with two (2) 10' wide gates and four (4) 8'x10' ticket booths of which one (1) will be a permanent structure to allow for addressing due to emergency/safety purposes (**Exhibit B2** of the Staff Report). • Vendors must register on Fridays from 9 AM to 1 PM and may begin setting up tables and tents on Saturday mornings before opening to the public. Individual vendors shall provide their own table and tents and will be required to be color coordinated (i.e. all white, neutral or camouflage tents) to	

	be compatible with the surrounding area. Vendors are recommended to take down tables and tents at the end of each day to avoid material and/or equipment from being damaged and/or lost. • Seasonal operations will be from April to October. Hours of operation will be Friday to Monday. • The bazaar will be open to the public on Saturday and Sunday from 11 AM to 8 PM, the applicant estimates 125 customers and vendors to visit the site a day. • The proposed use will have 10-12 employees (**Exhibit B3** of the Staff Report). Four to six (4-6) employees will be cleaning the site on Mondays from 9 AM until completion. • Access is proposed to be provided from Lowell Road via a paved approach (**Exhibit B4** of the Staff Report). • The applicant proposes to install a 4'x8', 7' tall non-illuminated freestanding sign on site and any other signs imposed by applicable agencies.	
Criteria Met? **No**	**3**	**Is the proposed use consistent with the comprehensive plan?**
Analysis	The proposed use is not consistent with the 2030 Comprehensive Plan. Parcel R33566 is zoned "A" (Agricultural), a future land use designation of "A" (Agricultural) with a zoning overlay district of Agri-tourism business use, Agri-tourism exclusive farm use and Scenic byway buffer. Highlighted below are goals, action plans, and policies in the 2030 Comprehensive Plan the proposed use on parcel R33566 does not align with, but not limited to the following: Chapter 1 Property Rights: *A1.01.00a Require properties to conform to the zoning code before receiving additional zoning approvals.* Property owners have "the right to enjoy the property for its intended use without creating nuisances. Zoning categorizes land uses based on compatibility, such as agriculture, residential, commercial, and industrial. Each category has characteristics that might not be compatible with other zoning categories (Pg. 10, Comprehensive Plan 2030)." The subject property does not comply with the zoning code as conditions outlined in CU2024-0002 have not been met, nor is the proposed use compatible with the surrounding area. *See section 07-07-05(4) for analysis on land use compatibility and consistency.* Chapter 3 Economic Development: *P3.01.02 Support suitable sites for economic growth and expansion compatible with the surrounding area.* *G3.04.00 Increase agricultural-based and supportive businesses.* *P3.04.01 Build Canyon County as the premier location for agricultural-based businesses of all sizes.* *G3.04.00 Increase agricultural-based and supportive businesses.* The future land use designation of parcel R33566 is "A" (Agricultural) with a zoning overlay district of Agri-tourism business use, although the overlay districts have yet to be adopted; the trend in this area is agritourism based. "Agriculture is a significant economic driver (Pg. 19, Comprehensive Plan 2030)." The proposed use is not strictly for agricultural businesses; vendor spaces are available for any use. The only restricted use is similar products sold by Symms Fruit Ranch such as whole apples and peaches and the sale of alcoholic beverages shall be prohibited. Chapter 4 Land Use and Community Design *G4.02.00 Ensure that growth maintains and enhances the unique character throughout the County.* *P4.02.01 Consider site capability and characteristics when determining the appropriate locations and intensities of various land uses.* *P4.07.01 Plan land uses that are compatible with the surrounding community.* *P4.05.02 Consider development on poor soils (Class 4 or higher) that will not interfere with viable agricultural operations in the area.* *G4.08.00 Maintain and enhance the aesthetic beauty of the County.* The character of the area is primarily zoned Agricultural and is used as such. The subject property is also utilized as a retail nursery and a food/produce processing facility (**Exhibit C4** of the Staff Report). The	

commercial operation of a bazaar is not compatible with the surrounding agricultural land use, as its use is commercial in nature not exclusively agricultural. The location of the proposed use is on Sunny Slope Road and the Sunny Slope Wine Region. The subject property is located along the scenic byway therefore the aesthetics of the county should not be disturbed. The soil capability is moderately suited soil class three (3) and class four (4) in the northwest corner of the subject property. The subject property is prime farm ground if irrigated. The property was utilized as an orchard and recently used to grow onions, potatoes and asparagus according to the applicant. At the time of the site visit staff observed onions growing on site (**Exhibit D** of the Staff Report). The property owner may grow grass on the subject property to maintain the soil health. The applicant proposes livestock to graze the site when the bazaar is not operating.

Chapter 8 Transportation:
G8.02.00 Provide safe transportation improvements for all users and connections to adjacent areas.

According to the completed traffic impact study the use is not anticipated to negatively impact traffic patterns (**Exhibit B6** of the Staff Report). The traffic impact study has yet to be reviewed by Golden Gate Highway District and Idaho Transportation Department to confirm the requested use will provide adequate safe transportation for the proposed use. "Idaho Transportation Department (ITD) is responsible for constructing and maintaining state, U.S. and interstate highways in the County (Pg. 61, Comprehensive Plan 2030)." Comments provided by ITD state that access to Sunny Slope for the proposed use is prohibited and the applicant shall coordinate with ITD to determine if a turn lane is warranted and work on a signage plan. The access road will be from Lowell Road. *See Code Section 7 for analysis regarding traffic.*

Chapter 12 Agriculture:
P12.01.01 Preserve and maintain agriculturally designated lands for agricultural use.
G12.01.00 Protect agricultural lands for long-term agricultural production from the encroachment of incompatible uses.

The proposed use is designed to revert to agricultural ground when needed however, the proposed use will take the proposed 17 acres out of agricultural crop production, as the proposed use runs through growing and harvesting seasons. The applicant proposes to plant grass on site to mitigate dust concerns and allow for grazing of the site area to keep it in agricultural practice during off seasons.

The proposed use does not align with the 2030 Comprehensive Plan as the future land use designation is "A" (Agricultural) and the proposed use is commercial in nature, not exclusively related to agricultural practice.

Criteria Met?		
No	**4**	**Will the proposed use be injurious to other property in the immediate vicinity and/or negatively change the essential character of the area?**

Analysis

The proposed use will be injurious to other property in the immediate vicinity and will negatively change the essential character of the area during operations.

Adjacent Existing Parcels within a 600' radius of the subject property:

Direction	Existing Use	Primary Zone	Other Zones
N	**Agricultural**	**"A"**	-
E	**Agricultural**	**"A"**	-
S	**Agricultural**	**"A"**	-
W	**Agricultural**	**"A"**	-
"A" (Agricultural), "R-R" (Rural Residential), "R-1" (Single-Family Residential), "C-1" (Neighborhood Commercial), "C-2" (Service Commercial), "M-1" (Light Industrial), "CR" (Conditional Rezone)			

Character of the Area: The Sunny Slope area is known for its agritourism, wine region and agricultural land use (**Exhibit D** of the Staff Report). The soil on the subject parcel has a class 3 and 4, moderately suited soil. The Parcel is majority prime farmland if irrigated with a portion being farmland of statewide importance, if irrigated **(Exhibit C9.10-12** of the Staff Report)**.** The area is known for wineries and

distilleries as the Sunnyslope American Viticultural Area is located in the surrounding area. There are other agricultural uses in the area such as the food processing facility, a retail nursery and orchards. The proposed use is not anticipated to fit in with the character of the area due to the scale of operations. There are four (4) subdivisions in the surrounding area (**Exhibit C9.8** of the Staff Report). Sunny Slope is a principal arterial road that provides access to the surrounding area while Lowell Road is a local road.

Surrounding Land Use Cases:
Within 600' of the property there are no active land use development cases. In the past few years, there have been applications made as seen in **Exhibit C9.7** of the Staff Report such as following but not limited to:

- A conditional use permit on the subject parcel for a retail nursery and a food processing facility, which was approved by the Hearing Examiner on March 10, 2025 (**Exhibit C4** of the Staff Report).
- A conditional use permit on the subject parcel and Parcel R33567 for an RV resort within the agricultural zone. The case was denied by the Planning and Zoning Commission, appealed, then later denied by the Board of County Commissioners in 2022 **(Exhibits C6** of the Staff Report).
- To the southeast, there was a proposed conditional use permit on a 45.32-acre parcel for a special events facility for agritourism and weddings. That case was denied by the Planning and Zoning Commission, appealed, then denied by the Board of County Commissioners in 2023 (**Exhibit C7** of the Staff Report).
- To the west, there have been attempts for a comprehensive plan map amendment and rezone but they have been withdrawn.
- AD2015-93, approved for farmworker housing on parcel R33480 (**Exhibit C8** of the Staff Report).

The past land use cases illustrate the area is meant for agricultural uses, the proposed use does not fit within the agricultural zone.

Compatibility: Due to the majority of the subject property being utilized for agricultural uses and the character of the area being agriculture, the proposed use is anticipated to negatively impact the surrounding area as the proposed use is more aligned with one of a large scale commercial operation. The proposed use is anticipated to have sufficient roadways, and services that will not exclude or diminish services for others according to the traffic impact study, however, the TIS has not been analyzed by GGHD3 and ITD. The proposed use is not exclusively agriculturally related nor similar to the existing surrounding uses. The interactions between the uses on the subject property could be compatible, however, it is anticipated to negatively impact the surrounding land uses as the scale of the operation takes farm ground out of agricultural practice and due to the nature of the request. The requested use on site is not anticipated to be compatible with the surrounding area.

Potential Impacts: The applicant has submitted a traffic impact study, but, it has not been reviewed by the highway district or ITD. The proposed use may have impacts on the transportation system however the effects of the impacts are unknown until the traffic impact study is reviewed by Golden Gate Highway District No. 3 and Idaho Transportation Department. It's anticipated that the scenic byway will be negatively impacted by the number of tents and vehicles that will be visible from Sunny Slope. The proposed use of a bazaar may change the character of the area, as the special events facility will be approximately 450' west from the eastern property line, however, will be visible from Sunny Slope Road. Parcel R33566 is on a scenic byway route, the intent of the scenic byway is to "highlight the rich agricultural heritage of canyon county and the farmers and ranchers who work the land and provide food for communities (pg. 1-2, Snake River Canyon Scenic Byway, 2009)" **(Exhibit C5** of the Staff Report). The overlay "preserves and protects the country's cultural, architectural, and archaeological history, enhances the scenic resources of scenic byways and ensures that new development minimizes impacts through appropriate design (Pg.28, Comprehensive Plan 2030)." Sunny Slope Road is a part of the Snake River Scenic Byway.

Public comments were received in opposition to the proposed use with concerns the use may expand to a larger operation. Additionally, the comment letter outlines conditions that may be added if the Commission wishes to approve the request **(Exhibit F1** of the Staff Report). The applicant doesn't anticipate the use of

	amplified music and will create a family-friendly special event facility. Other comments received in opposition include but are not limited to concerns the proposed use is not consistent with the Comprehensive Plan, change in the essential character of the area resulting in negatively impacting the surrounding area due to the scale of the operation and traffic impacts the use will have on surrounding agricultural uses. *See **Exhibit F** of the Staff Report for all comments received.*	
Criteria Met? **Yes**	**5**	**Will adequate water, sewer, irrigation, drainage and stormwater drainage facilities, and utility systems be provided to accommodate the use?**
Analysis	The project will have adequate water, sewer, irrigation, drainage and stormwater drainage facilities, and utility systems to accommodate the proposed use based on the analysis contained herein. **Water:** The proposed use does not require domestic drinking water. The applicant will spray down the site prior to opening on weekends as a form of dust control as well as laying down hay/straw or growing grass on site. **Sewer:** The applicant proposes four (4) portable restrooms and two (2) washing stations at each of the four (4) ticket booths resulting in sixteen (16) portable restrooms and eight (8) washing stations for the proposed use. The applicant intends to have the portable restrooms on site throughout the season (April to October). Per southwest District Health (SWDH) the proposed number of portable restrooms may be adequate for the proposed use as the event will run for approximately nine (9) hours with approximately ten (10) employees and based on the provided parking spaces with approximately two (2) occupants per vehicle the proposed use may attract upwards of 1,600 attendees to the site, therefore the applicant shall provide approximately 12-18 portable restrooms (**Exhibit E2.2** of the Staff Report). According to SWDH the applicant shall comply with conditions and service requirements of the portable restrooms specified in the Technical Guidance Manual. The subject property is located in a nitrate priority area, and a nutrient pathogen study is not required (**Exhibit E2** of the Staff Report). **Irrigation:** Irrigation will be provided via surface irrigation through pressurized irrigation for the proposed use. Agency notifications were sent out to Wilder Irrigation District and Boise Project Board of Control on January 27, 2026 and April 16, 2026, Boise Project Board of Control provided comments on April 8, 2026, stating there is a 25' easement from the centerline of the Lizard Lateral and a 55' easement from the Lizard Wasteway that shall be unobstructed (**Exhibit C9.15 & E5** of the Staff Report). The applicant proposes the special events facility access and roadway be adjacent to the Lizard Lateral. **Drainage:** The subject parcel contains the Lizard Lateral and Lizard Wasteway on the northwest corner of the 35.49-acre parcel adjacent to the proposed 17-acres that will be utilized for the proposed use. Per the land use worksheet, the applicant proposes to use a holding pond and ditches for drainage. The lateral and waste way is not anticipated to be impacted by the proposed use. **Stormwater drainage facilities:** According to the land use worksheet stormwater will be retained onsite (**Exhibit B3** of the Staff Report). **Utility Systems:** An agency notice was sent out to Century Link, Intermountain Gas, Idaho Power, and Ziply on January 27, 2026 and April 16, 2026, but no comments were received. It's anticipated that adequate utilities will be provided to accommodate the proposed use. The applicant may contact utility companies if additional utilities are required for the proposed use. **Building/Addressing:** The proposed use includes temporary structures, such as sheds and tents. According to Development Services GIS Division one (1) structure shall be permanent to allow for the proposed location to be addressed (**Exhibit E4** of the Staff Report). The structure shall obtain a commercial building permit to verify uplift and life safety per Development Services Building Department (**Exhibit E6** of the Staff Report). There are structures on the subject property constructed without building permits, however not a part of the proposed use (**Exhibit C4** of the Staff Report).	
Criteria Met? **Yes**	**6**	**Does legal access to the subject property for the development exist or will it exist at the time of development?**

Analysis	The subject property does have legal access for the development, and it currently exists on Lowell Road (**Exhibit B4** of the Staff Report). The subject parcel has frontage along Lowell Road, a local road and Sunny Slope Road also known as State Highway 55 (SH-55), a principal arterial roadway. According to the applicant, Lowell Road will be used to access the parcel for the proposed use. Golden Gate Highway District No. 3 issued a commercial approach permit on Lowell Road on April 30, 2025 (**Exhibit B4** of the Staff Report). According to Idaho Transportation Department (ITD) a turn lane warrant analysis for the proposed use is required due to the special events facility's proximity to State Highway 55. The applicant shall work with ITD to place signage on Sunny Slope Road to ensure access off State Highway 55 is not utilized as the only approved access is from Lowell Road (**Exhibit E3** of the Staff Report).	
Criteria Met? **Yes**	**7**	**Will there be undue interference with existing or future traffic patterns?**
Analysis	There may not be undue interference with the existing or future traffic patterns as evidenced by the traffic impact study. Parcel R33566 is located at the intersection of Sunny Slope Road, a principal arterial and Lowell Road a local road. The applicant estimates approximately 125 visitors per day on-site and anticipates to grow throughout the years. The TIS states there will be 50 trips generated by the proposed use during PM peak hour. The proposed bazaar consists of a total of 828 parking spaces in a grassed or strawed parking lot. Per CCCO §07-13-03(6) off street parking shall be provided, special events shall have one (1) parking space for every 600 square feet of floor area. The floor area of the special events facility is 126,000 square feet. Based on the aforementioned requirements, the proposed use shall provide at minimum 1,680 parking spaces to meet §07-13-03(6). the proposed use does not meet the minimum parking requirements at this time. Agency notice was sent out to Golden Gate Highway District No. 3 (GGHD3) on January 27, 2026, and on April 16, 2026, the agency provided comments noting that a Traffic Impact Study (TIS) is required to further investigate traffic impacts, the possible need for turn lanes, and/or additional access and improvements. The applicant submitted a Traffic Impact Study to DSD on May 7, 2026. The study concludes that the special event will not interfere with existing or future traffic patterns. Majority of the traffic will be travelling from SH-55 north of Lowell Road but may come from any direction. The bazaar will generate 50 trips during peak hour. At this time, the proposed use is not anticipated to negatively impact current and/or future traffic patterns according to the submitted TIS, but the TIS requires GGHD3 and ITD to review the study to ensure the requested use does not interfere with or negatively impact future traffic patterns (**Exhibit E1** of the Staff Report). ITD provided comments on February 5, 2026, noting that a turn lane warrant analysis is needed and the applicant shall provide ITD with a signage plan to ensure costumers use the approved access off Lowell Road only (**Exhibit E3** of the Staff Report). The TIS found no turn lanes are warranted under 2027 and 2034 traffic conditions however a recommendation was made to have an employee manage the traffic circulation to control traffic. The Snake River Canyon Scenic Byway runs on Sunny Slope Road, and the Sunny Slope Loop runs along Sunny Slope and Lowell Road (**Exhibit C5** of the Staff Report). The proposed use is not anticipated to interfere with the current or future traffic patterns per the TIS. Public comments were received in opposition of the requested use due to traffic impacts on Lowell Road, being a local road used by farmers, the number of trips generated by the proposed use due to the large scale operation.	
Criteria Met? **Yes**	**8**	**Will essential services be provided to accommodate the use including, but not limited to, school facilities, police and fire protection, emergency medical services, irrigation facilities, and will the services be negatively impacted by such use or require additional public funding in order to meet the needs created by the requested use?**
Analysis	Essential services will be provided to accommodate the use including, but not limited to school facilities, police and fire protection, emergency medical services, and irrigation facilities. The services will not be negatively impacted by such use, and/or require additional public funding in order to meet the needs created by the requested use.	

	School Facilities: Agency notice was sent out on January 27, 2026 and April 16, 2026, to Vallivue School District, no comments were received. The proposed use is not anticipated to negatively impact school facilities. **Police and Fire protection:** Agency notice was sent out on January 27, 2026 and April 16, 2026, to Marsing Fire District, the state fire marshals, and Canyon County Sheriff no comments were received. The proposed use is not anticipated to negatively impact police and fire protection. **Emergency Medical Services:** Agency notice was sent out on January 27, 2026 and April 16, 2026, to Marsing Ambulance, Paramedics, and Emergency Coordinator, no comments were received. The proposed use is not anticipated to negatively impact emergency medical services. Three (3) public comments were received in opposition related to emergency medical services. The use "will place a heavy burden on Canyon County first responders and surround[ing] counties for emergency services….(**Exhibit F5** of the Staff Report)." **Irrigation Facilities:** Agency notice was sent out on January 27, 2026 and April 16, 2026, to Wilder Irrigation District and Boise Project Board of Control. The proposed use shall not obstruct the Lizard Waste way or Lateral according to Boise Project Board of Control on April 8, 2026 (**Exhibit E5** of the Staff Report). The proposed use is not anticipated to negatively impact irrigation facilities.

Order

Based upon the Findings of Fact, Conclusions of Law and Order contained herein, the Planning and Zoning Commission **denies** Case # CU2025-0015, a conditional use permit of a special events facility (Bazaar).

Actions the applicant may take to gain approval:

1. Reduce the scale of the bazaar and have it be agriculturally related to fit the character of the area.
2. Coordinate with local agencies (i.e. Marsing Fire District, Boise Project Board of Control, Canyon County Emergency Management Coordinator, Golden Gate Highway District No. 3, Idaho Transportation Department, etc.) to ensure adequate infrastructure can be provided.
    a. An emergency plan shall be submitted and approved by the Canyon County emergency coordinator prior to commencement.
3. The subject parcel shall come into compliance with Canyon County Code by complying with all conditions of approval outlined in CU2024-0002.

DATED this _____ day of _____, 2026.

PLANNING AND ZONING COMMISSION
CANYON COUNTY, IDAHO

_____
Robert Sturgill, Chairman

State of Idaho)

SS

County of Canyon County)

On this _____day of _____, in the year 2026, before me_____, a notary public, personally appeared _____, personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he (she) executed the same.

Notary: _____

My Commission Expires: _____

EXHIBIT B

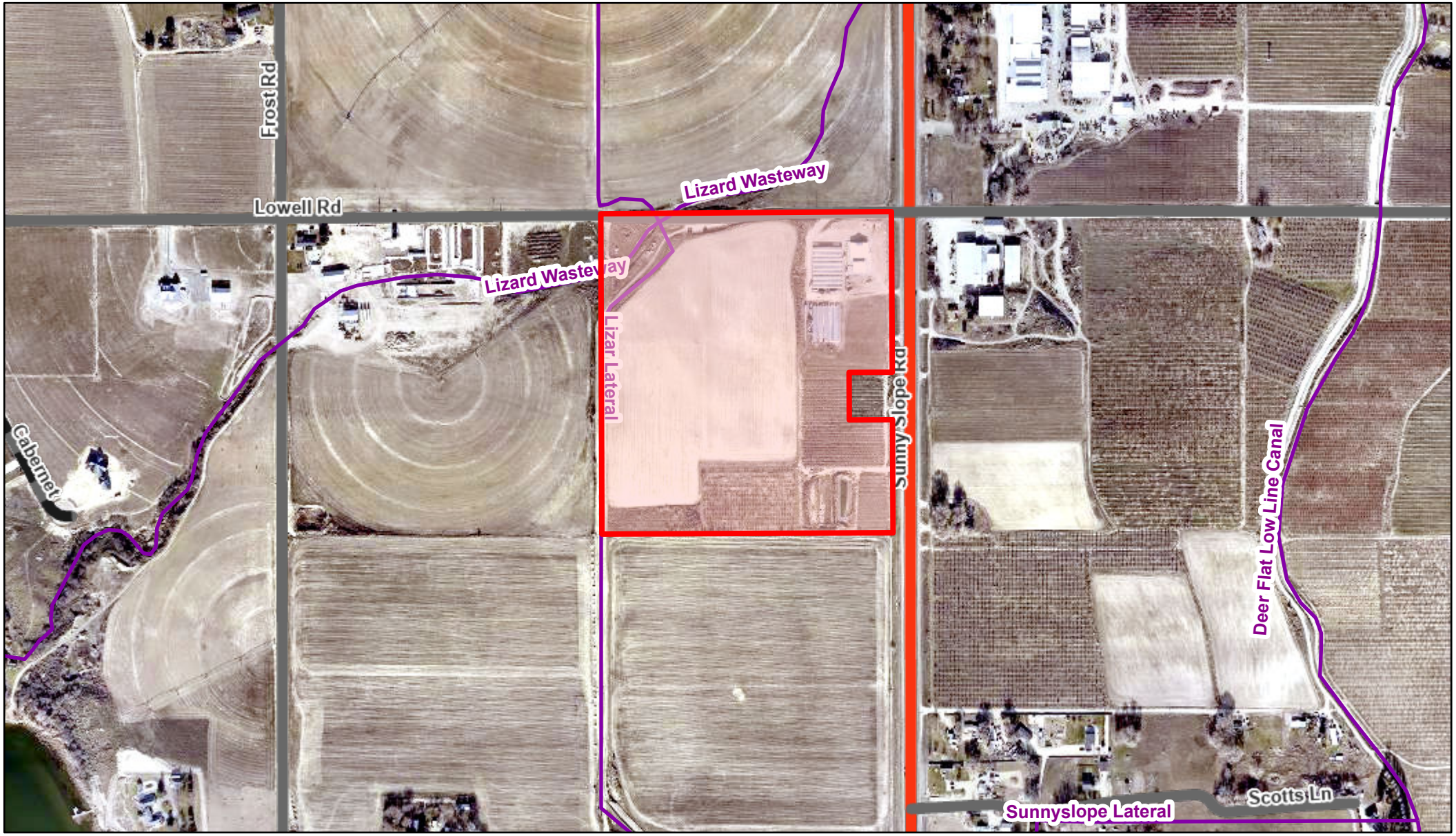
Application Packet & Supporting Materials

Planning & Zoning Commission

Case# CU2025-0015

Hearing date: May 21, 2026

Canyon County, ID Web Map



7/16/2025, 4:22:45 PM

Multiple Parcel Search _Query result

Hydro_NHDFlowline

CanyonCountyRoads

Hwy

Roads

CC_PrivateRoads

Imagery_2025_3in

Red: Band_1

Green: Band_2

Blue: Band_3

1:9,028

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA

Canyon County, ID

Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA | City of Nampa |

CONDITIONAL USE PERMIT
PUBLIC HEARING - APPLICATION

PROPERTY OWNER	OWNER NAME: SYMMS FRUIT RANCH INC	
	MAILING ADDRESS: 14068 Sunny Slope Rd Caldwell ID 83607	
	PHONE:	EMAIL:

I consent to this application and allow DSD staff / Commissioners to enter the property for site inspections. If the owner(s) is a business entity, please include business documents, including those that indicate the person(s) who are eligible to sign.

Signature: _____ *Date:* 2-3-2025

APPLICANT: IF DIFFERING FROM THE PROPERTY OWNER	APPLICANT NAME: Chris Liudahl	
	COMPANY NAME: Norwegian Bazaar	
	MAILING ADDRESS: 607 W Ustick Rd Caldwell Id 83605	
	PH [redacted]	EMAIL:

SITE INFO	STREET ADDRESS: 20087 Lowell Rd Caldwell 83607	
	PARCEL NUMBER: R33566	
	PARCEL SIZE: 35.49 – 17 FOR THIS PROPOSAL	
	REQUESTED USE: Weekend Bazaar	
	FLOOD ZONE (YES/NO) No	ZONING DISTRICT:

FOR DSD STAFF COMPLETION ONLY:

CASE NUMBER	CU2025-0015	DATE RECEIVED:	07/16/2025
RECEIVED BY:	LO	APPLICATION FEE: 1700	CK MO CC CASH

RECEIVED
JUL 16 2025
BY: LO

CONDITIONAL USE PERMIT
PUBLIC HEARING - CHECKLIST

CONDITIONAL USE PERMIT - CCZO Section 07-07-05

THE FOLLOWING ITEMS MUST BE SUBMITTED WITH THIS APPLICATION TO BE DEEMED COMPLETE (PLEASE CHECK OFF THE ITEMS REQUIRED):

Description	Applicant	Staff
Master Application completed and signed	✓	
Letter of Intent (see standards on next page)	✓	
Site Plan (see standards on next page) (large set)	✓	
Operation Plan (see standards on next page) (large set)	✓	
Land Use Worksheet	✓	
Neighborhood Meeting sheet/letter completed and signed		
Proof of application/communication with the following agencies:	✓	
Southwest District Health	✓	
Irrigation District	✓	
Fire District	✓	
Highway District/ Idaho Transportation Dept.	✓	
Area of City Impact (if applicable)		
Deed or evidence of property interest to the subject property	✓	
Fee: $950.00 **$600.00 (CUP Modification)**		
Fees are non-refundable		

An application that requires additional Use Standards per Chapter 7, Article 14 of the Canyon County Code:

☒ Special Events Facility

☐Contractor Shop

☐Mineral Extraction (Long Term)

☐Wind Farm

☐Staging Area

☐Manufacturing or processing of hazardous chemicals or gases

☐Ministorage Facility

**If applicable, review the Additional Use Standards Below, if not applicable, please disregard them.*

*DISCLAIMER: The subject property shall be in compliance with the public nuisance ordinance, the building code and the zoning code before the Director can accept the application.

N/A

STANDARDS

SITE/OPERATION PLAN – CCZO Section 07-02-03 and 07-07-03(1)
A scaled drawing showing: - The parcel and all existing and proposed uses and structures and roads all with dimensions, distances, and private and public road names. - Includes lot lines, lot area, parking spaces, private roadways, walkways, topographic features, reserved open space, buildings and other structures, major landscape features, and the location of proposed utility easements.
Operation Plan to include: - Time requirements, the commencement of the operation, hours of operation, noise levels, dust levels, air and water quality, raw material delivery, finished product and marketing, site improvements, public and private facilities, public amenities, and infrastructure.

LETTER OF INTENT – CCZO Section 07-07-05
State the nature of the request. Include, a description of business operations, such as a number of employees, hours of operation, delivery and shipping.
Consistency with the Comprehensive Plan (CCZO Section 07-07-05(3))
Address potential impacts to property in the immediate vicinity and character of the area (CCZO Section 07-07-05(4))
Demonstrate how facility and utilities such as water, sewer, irrigation, drainage and stormwater drainage, will be provided.
Demonstrate legal access
Address potential impacts to existing or future traffic patterns.
Address potential impacts to essential services such as schools, irrigation facilities and emergency services.
If the use will create impacts, provide measures to mitigate impacts.

For those applications that have additional Use Standards, detail the following in the Letter of Intent, Site Plan and/or Operation Plan:

CONTRACTOR SHOP (07-14-09) - REQUIRED	Applicant	Staff
Demonstrate how the use will be contained within a building or behind a sight-obscuring fence.		

MINERAL EXTRACTION (07-14-19) - REQUIRED	Applicant	Staff
Show how the 30' setbacks on all sides will be met.		
Name of operator/extractor		
Duration of proposed use: Commencement & Completion dates		
Provide an approved reclamation from Idaho Dept. Of Lands		
Location of proposed pits and accessory uses		

WIND FARM (07-14-33) - REQUIRED	Applicant	Staff
Need to include on the site plan: lot size, configuration, proximity to structures, topography, viewsheds.		

N/A

MINISTORAGE FACILITY (07-14-29) - REQUIRED	Applicant	Staff
Demonstrate how materials will not be sold or delivered to customers directly from the storage compartment.		

MANUFACTURING/PROCESSING OF HAZARDOUS CHEMICALS/GASES (07-14-15) - REQUIRED	Applicant	Staff
Show 300' setbacks from any property line		
Show 1,000 setback from any residential district		
Demonstrate how chemicals/gases will be stored within an enclosed structure.		
Demonstrate how the use will be gates and fenced with 8' high security fencing.		
Provide documentation from the local fire district approving the location and plan.		
Include maps and engineering drawings showing proposed drainage, proposed sewer system design, the depth of the water table, soil composition, all existing surface water, and all existing uses within one-fourth ($^1/_4$) mile of the property. The applicant shall also furnish evidence that the dangerous characteristics of the particular process or activity in question have been, or shall be, eliminated or minimized sufficiently so as not to create a public nuisance or be detrimental to the public health, safety, or welfare.		
The facility must register and maintain current hazardous waste generation notification as required by Environmental Protection Agency and/or Idaho Department of Environmental Quality and provide such proof of registration		

STAGING AREA (07-14-15) - REQUIRED	Applicant	Staff
Demonstrate how all work will be conducted off-site, business vehicles will remain operable and parked on-site, and employees/persons on the premises for parking and business vehicle pickup all maintained ono-site.		

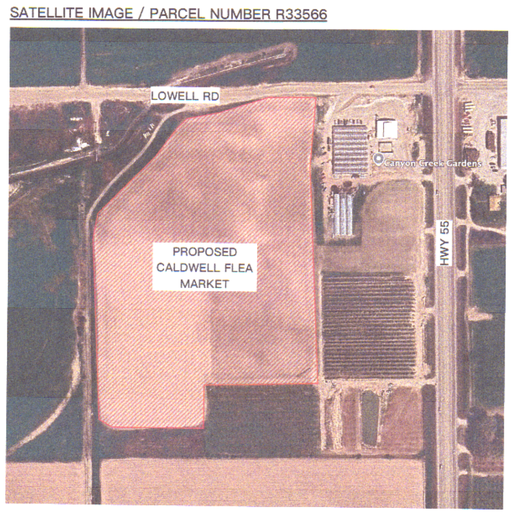
Exhibit B1

Letter Of Intent – CCZO Section 07-07-05

1. It's a Norwegian Bazaar; the operations will be the Norwegian Bazaar will be renting out booths to vendors. Fridays will be sign up date starting at 8am – 12pm and the vendors will be allowed to set up canopies and tables only. On Saturday's the Bazaar will be from 11am to 8pm & Sunday's from 11am to 8pm. Clean up will take place on Monday's from 9am until finished. There will be between 10 – 12 employees only on Saturday's and Sunday's. There will be between 4-6 employees on Mondays for cleanup.
2. Yes, there is consistency with the Comprehensive plan.
3. There is no impact since the land is just a dirt field.
4. Attached is the Golden Gate Highway District Approach Permit and Application and has been approved by Golden Gate.
5. The main entrance for traffic will be coming off Lowell Rd into the Bazaar.
6. At this moment we don't speculate that the Bazaar will have any impact on the weekend traffic.
7. There is no impact on essential services such as schools, irrigation facilities and emergency services.
8. There is no impact on any services, if any impact arises at a later date, I will notify your agency immediately.

Exhibit B2
(updated on 4/7/2026)

SATELLITE IMAGE / PARCEL NUMBER R33566



LOWELL RD

EDGE OF PAVEMENT

ASPHALT APRON INSTALLED AT MARKET ENTRY AS PER REQUIRED BY COUNTY

EXISTING GRAVEL ROAD TO PROVIDE ENTRY ACCESS FOR VENDORS

VENDOR & CUSTOMER EXIT

CUSTOMER ENTRY ACCESS ROAD TO PARKING

MINIMUM 20' OF PERIMETER LEFT OPEN FOR ACCESS AROUND PROPERTY

RED LINE INDICATES APPROXIMATE SPACE TO BE USED BY MARKET

PROPOSED FOOD TRUCK LOCATION

APPROX. 550 PARKING SPACES

550'-0"

328 20' x 15' VENDOR SPOTS

FIRE TRUCK TURNAROUND
100'-0"

HANDICAP PARKING

ACCESS FOR VAN LOADING

4-6' TALL MESH FENCING TO BE INSTALLED AROUND PERIMETER OF MARKET

(2) PORTA-POTTY AND (1) WASH STATION INSTALLED AT THIS LOCATION OUTSIDE FENCE

TICKET BOOTH (8' X 10')

(2) 10' GATES INSTALLED TO SWING OPPOSITE DIRECTIONS

(2) PORTA-POTTY (1 HANDICAP) AND (1) WASH STATION INSTALLED AT THIS LOCATION INSIDE FENCE

FIRE EXTINGUISHERS LOCATED AT THE ENDS OF EACH ISLE

50 GALLON TRASH RECEPTICALS LOCATED AT END OF EACH ISLE

DUMPSTER

APPROX. 278 PARKING SPACES

RED LINE INDICATES APPROXIMATE SPACE TO BE USED BY MARKET

VENDOR ENTRY

VENDOR EXIT

SCALE	CALDWELL FLEA MARKET	NORTH
1" = 30'	APRIL 2026	

Exhibit B3

LAND USE WORKSHEET

PLEASE CHECK ALL THAT APPLY TO YOUR REQUEST:

GENERAL INFORMATION

1. **DOMESTIC WATER:** ☐ Individual Domestic Well ☐ Centralized Public Water System ☐ City
   ☒ N/A – Explain why this is not applicable: Site does not need drinking Water
   ☐ How many Individual Domestic Wells are proposed? _____

2. **SEWER (Wastewater)** ☐ Individual Septic ☐ Centralized Sewer system
   ☒ N/A – Explain why this is not applicable: Will Have Porta pottys

3. **IRRIGATION WATER PROVIDED VIA:**
   ☒ Surface ☐ Irrigation Well ☐ None

4. **IF IRRIGATED, PROPOSED IRRIGATION:**
   ☒ Pressurized ☐ Gravity

5. **ACCESS:**
   ☒ Frontage ☐ Easement Easement width [redacted] Inst. # _____

6. **INTERNAL ROADS:**
   ☐ Public ☒ Private Road User's Maintenance Agreement Inst # _____

7. **FENCING** ☐ Fencing will be provided (Please show location on site plan)
   Type: Mesh Fencing Height: 4 Feet

8. **STORMWATER:** ☒ Retained on site ☐ Swales ☐ Ponds ☐ Borrow Ditches
   ☐ Other: _____

9. **SOURCES OF SURFACE WATER ON OR NEARBY PROPERTY:** (i.e. creeks, ditches, canals, lake)
   Holding pond & Ditches

RESIDENTIAL USES

1. NUMBER OF LOTS REQUESTED:

☐ Residential _____ ☒ Commercial 20 Acre ☐ Industrial _____

☐ Common _____ ☐ Non-Buildable _____

2. FIRE SUPPRESSION:

☒ Water supply source: Holding pond & pump / Fire Extinguishers

3. INCLUDED IN YOUR PROPOSED PLAN?

☐ Sidewalks ☐ Curbs ☐ Gutters ☐ Street Lights ☒ None

NON-RESIDENTIAL USES

1. SPECIFIC USE: _____

2. DAYS AND HOURS OF OPERATION:

☐	Monday	_____	to	_____
☐	Tuesday	_____	to	_____
☐	Wednesday	_____	to	_____
☐	Thursday	_____	to	_____
☐	Friday	_____	to	_____
☒	Saturday	11 AM	to	7 PM
☒	Sunday	11 AM	to	7 PM

3. WILL YOU HAVE EMPLOYEES? ☒ Yes If so, how many? 6 to 8 ☐ No

4. WILL YOU HAVE A SIGN? ☒ Yes ☐ No ☐ Lighted ☒ Non-Lighted

Height: 4 ft Width: 6 ft. Height above ground: 7' ft

What type of sign: _____ Wall X Freestanding _____ Other

5. PARKING AND LOADING:

How many parking spaces? 930

Is there is a loading or unloading area? Yes 4 gates

N/A

ANIMAL CARE-RELATED USES

1. **MAXIMUM NUMBER OF ANIMALS:** ~~0~~

2. **HOW WILL ANIMALS BE HOUSED AT THE LOCATION?**

   ☐ Building ☐ Kennel ☐ Individual Housing ☐ Other N/A

3. **HOW DO YOU PROPOSE TO MITIGATE NOISE?**

   ☐ Building ☐ Enclosure ☐ Barrier/Berm ☐ Bark Collars N/A

4. **ANIMAL WASTE DISPOSAL**

   ☐ Individual Domestic Septic System ☐ Animal Waste Only Septic System

   ☐ Other: _____ N/A

NEIGHBORHOOD MEETING SIGN-UP

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT
111 North 11th Avenue, #310, Caldwell, ID 83605
zoninginfo@canyoncounty.id.gov Phone: 208-454-7458 Fax: 208-454-6633

NEIGHBORHOOD MEETING SIGN UP SHEET

CANYON COUNTY ZONING ORDINANCE §07-01-15

Applicants shall conduct a neighborhood meeting for any proposed comprehensive plan amendment, zoning map amendment (rezone), subdivision, variance, conditional use, zoning ordinance map amendment, or other requests requiring a public hearing.

SITE INFORMATION

Site Address: 20087 Lowell Rd	Parcel Number: R33566	
City: Caldwell	State: Idaho	ZIP Code: 83607
Notices Mailed Date: 5-26-25	Number of Acres: 25	Current Zoning: AG
Description of the Request: Letting People Know of Potential Business		

APPLICANT / REPRESENTATIVE INFORMATION

Contact Name: Chris Liudahl		
Company Name: Norwegian Bazaar LLC		
Current address: 607 W Ustick Rd		
City: Caldwell	State: Id	ZIP Code: 83605
Phone:	Cell: [redacted]	Fax:
Email:		

MEETING INFORMATION

DATE OF MEETING: 7-7-25	MEETING LOCATION: 20087 Lowell Rd Caldwell
MEETING START TIME: 5:30 PM	MEETING END TIME: 6:30 PM
ATTENDEES: 0	

NAME (PLEASE PRINT)	SIGNATURE:	ADDRESS:
1.		
2. No body Showed		
3.		
4.		
5.		
6.		
7.		
8.		
9.		

10.
11.

12.
13.
14.
15.
16.
17.
18.
19.
20.

NEIGHBORHOOD MEETING CERTIFICATION:

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accordance with Canyon County Zoning Ordinance § 07-01-15.

APPLICANT/REPRESENTATIVE (Please print): Christopher M Lindahl

APPLICANT/REPRESENTATIVE (Signature): Chi Lindahl

DATE: 7 / 7 / 25

AGENCY ACKNOWLEDGMENT

Date:
Applicant: Chris Lincoln
Parcel Number: R33566
Site Address:

OFFICIAL USE ONLY BELOW THIS LINE – ACKNOWLEDGMENT ACTION:

Southwest District Health:
☒ Applicant submitted/met for official review.

Date: 01/21/2025 Signed: Anthony Lee
Authorized Southwest District Health Representative
(This signature does not guarantee project or permit approval)

Highway District

~~Fire District:~~ District:
☒ Applicant submitted/met for official review.

Date: _____ Signed: _____
Authorized Fire District Representative
(This signature does not guarantee project or permit approval)

Fire District

~~Highway District:~~ District: Nampa Rural Fire District
☒ Applicant submitted/met for official review.

Date: 1-27-25 Signed: Jerry Morgan
Authorized Highway District Representative
(This signature does not guarantee project or permit approval)

Irrigation District: District: Wilder Irrigation Dist.
☒ Applicant submitted/met for official review.

Date: 1/10/25 Signed: Mick Case
Authorized Irrigation Representative
(This signature does not guarantee project or permit approval)

Area of City Impact: City:
☐ Applicant submitted/met for official review.

Date: _____ Signed: _____
Authorized AOCI Representative
(This signature does not guarantee project or permit approval)

Received by Canyon County Development Services:

Date: _____ Signed: _____
Canyon County Development Services Staff

DISCLAIMER: THIS ACKNOWLEDGMENT IS ONLY VALID SIX MONTHS FROM THE DATE ISSUED

#1445

GOLDEN GATE HIGHWAY DISTRICT No. 3
APPROACH PERMIT & APPLICATION

GGHD–001
Mar 2017

Exhibit B4

SECTION I – APPLICANT/PERMITTEE INFORMATION *(TO BE COMPLETED BY APPLICANT/PERMITTEE)*

I certify that I am the owner (or authorized representative of owner) of the proposed property to be served, and agree to do the work requested herein in accordance with the General Provisions printed on Page 2, the Special Provisions, and the Plans made a part of this Permit.

Chris Lindahl
NAME OF APPLICANT/PERMITTEE

Chris Lindahl
SIGNATURE OF APPLICANT/PERMITTEE

607 W Ustick Rd
ADDRESS

1-14-25
DATE

Caldwell | Id | 83605
CITY | *STATE* | *ZIP*

[redacted]
PHONE (CELL NUMBER PREFERRED)

R3356
PARCEL NUMBER or LOT/BLOCK

EMAIL ADDRESS

ROAD NAME: Lowell Rd BETWEEN Hwy 55 & Frost Rd
FIRST CROSS STREET *SECOND CROSS STREET*

SIDE OF ROAD: ☐ North ☐ South ☐ East ☐ West

TYPE: ☐ New ☐ Use of existing ☒ Upgrade of existing

USE: ☐ Residential ☒ Commerical ☐ Farmyard ☐ Field

CIRCLE DRIVEWAY: ☐ Yes ☒ No

SECTION II – WORK AUTHORIZATION *(TO BE COMPLETED BY HIGHWAY DISTRICT)*

SPEED LIMIT: _____ SIGHT DISTANCE: _____ (LEFT) _____ (RIGHT)

ROAD CLASSIFICATION:
☐ Minor Arterial
☐ Major Collector
☐ Minor Collector
☑ Local Road ☐ Local Road (Low Volume)

CULVERT(S) REQUIRED:
☑ Yes, 12" diameter, length TBD
☐ No culvert required at this time

NOTICE:
This Permit shall not be valid for construction until, or unless, the provisions of Idaho Code Title 55, Chapter 22 have been complied with.
CALL DIGLINE PRIOR TO EXCAVATION
1 (800) 342-1585 or 811

PAYMENTS MADE: Check # CASH
☑ Permit Fee 150.00 pd 1/16/25
☑ Deposit 2500.00 1/16/25

PAVED APPROACH REQUIRED? ☑ Yes ☐ No

SPECIAL PROVISIONS: _____

Subject to all terms, conditions and provisions shown on this form, or attachments, permission is hereby granted to perform the work as described.

Craig Tompkins
SIGNATURE – HIGHWAY DISTRICT OFFICIAL

1-16-25
DATE

A COPY OF THIS PERMIT MUST BE PRESENT AT WORK SITE DURING CONSTRUCTION

SECTION III – FINAL APPROVAL

☑ APPROVED

This Permit **expires 120 days** from issue date unless extension is granted. Permittee must complete work and call for final inspection at (208) 482-6267 prior to Permit expiration, or forfeit deposit.

FINAL APPROVAL GRANTED BY: Craig Tompkins
SIGNATURE – HIGHWAY DISTRICT OFFICIAL

4-30-25
DATE

Deposit Refunded? ☑ Yes, date 4/30/25 ☐ No, basis for forfeiture: _____

Ck #33110 $2,500.00

Canyon County Development Services
111 North 11th Avenue, #310
Caldwell, Idaho 83605
www.canyoncounty.id.gov
208-454-7458

AFFIDAVIT OF LEGAL INTEREST

I, G. DAR SYMMS (name), 14068 SUNNY SLOPE RD (address)
CALDWELL (city), IDAHO (state), 83607 (zip code)
being first duly sworn upon oath, depose and say:

PRESIDENT OF SYMMS FRUIT RANCH, INC, THE

1. That I am the owner of record of the property described on the attached application and I grant ~~my~~ permission to

CHRIS LINDAHL (name), 607 W. USTICK RD, CALDWELL ID 83605 (address)

to submit the accompanying application pertaining to the subject property.

2. I agree to indemnify, defend and hold Canyon County and its employees harmless from any claims to liability resulting from any dispute as to the statements contained herein or as to the ownership of the property, which is the subject of the application.

Dated this 10TH day of JULY, 20 25.

(signature)

STATE OF IDAHO)
ss
COUNTY OF CANYON)

On this 10 day of July, in the year 2025, before me EVA Symms, a notary public, personally appeared G Dar Symms, personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same.

EVA JANE SYMMS
Notary Public - State of Idaho
Commission Number 20221628
My Commission Expires Mar 31, 2028

Notary: E. Symms, Eva Symms

My Commission Expires: March 31, 2028

AT 9901982

INSTRUMENT NO. 9847616

(2)

3/

SPECIAL WARRANTY DEED

SUNNY SLOPE ORCHARDS PARTNERSHIP, an Idaho general partnership with its principal office at P.O. Box 27, Boise, Idaho 83707, of the County of Ada, State of Idaho ("Grantor"), hereby CONVEYS and WARRANTS to **SYMMS FRUIT RANCH, INC.**, an Idaho corporation whose address is 14068 Sunnyslope Road, Caldwell, Idaho 83605 ("Grantee"), for the sum of TEN AND NO/100 DOLLARS ($10.00) AND OTHER VALUABLE CONSIDERATION, the receipt and sufficiency of which is hereby acknowledged, the real property described in the attached **Exhibit A** located in Canyon County, Idaho.

Subject to all covenants, restrictions, rights of way and easements of record or based upon the premises, and subject the taxes for the current year and thereafter.

With respect to the condition of any improvements on the property, this conveyance is made and accepted **AS IS, WHERE IS, AND GRANTOR SPECIFICALLY DISCLAIMS ALL WARRANTIES OF ANY KIND , INCLUDING BUT NOT LIMITED TO ANY WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE OR MERCHANTABILITY OF THE IMPROVEMENTS.**

IN WITNESS WHEREOF, the Grantor has executed this Deed this 22nd day of December, 1998.

SUNNY SLOPE ORCHARDS PARTNERSHIP

By: SRS Properties LP
Its: General Partner

By_____
Scott R. Simplot, General Partner

STATE OF IDAHO)
) ss.
County of Ada)

On this 2nd day of December, 1998, before me, a Notary Public in and for said State, personally appeared **SCOTT R. SIMPLOT**, the General Partner of SRS Properties LP, known or identified to me to be one of the partners in the partnership of **SUNNY SLOPE ORCHARDS PARTNERSHIP** and the partner or one of the partners who subscribed said partnership name to the foregoing instrument, and acknowledged to me that he/she executed the same in said partnership name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Kelline Bond
Notary Public for Idaho
Residing at: Boise, Idaho
My Commission Expires: 10-13-04

KELLINE BOND NOTARY PUBLIC STATE OF IDAHO

ORDER NO. 980198912 PW

EXHIBIT "A"

PARCEL D

The Northeast Quarter of the Southeast quarter; the Southeast Quarter of the Southeast Quarter; and all that part of the Southwest Quarter of the Southeast Quarter lying East of the Mora Canal as now located and constructed; all being in Section 4, Township 3 North, Range 4 West of the Boise Meridian in Canyon County, Idaho.

PARCEL E

The Northwest Quarter of the Northwest Quarter of Section 26, Township 3 North, Range 4 West of the Boise Meridian.

EXCEPTING therefrom a part of the Northwest Quarter of the Northwest Quarter of Section 26, Township 3 North, Rang 4 West of the Boise Meridian, more particularly described to-wit:

COMMENCING at the Northwest corner of Section 26, Township 3 North, Range 4 West of the Boise Meridian, running thence
South 310 feet on the West line of said Section 26 to the INITIAL PINT; thence continuing
South 195 feet along the said West line; thence
East 300 feet at right angles to the said West line; thence
North 195 feet parallel to the said West line; thence
West 300 feet to the INITIAL POINT.

ALSO EXCEPTING therefrom a part of the Northwest Quarter of the Northwest Quarter of Section 26, Township 3 North, Range 4 West of the Boise Meridian, particularly described as follows:

BEGINNING at the point which constitutes the corner of Sections 22, 23, 26 and 27 of said Township and Range, running thence
South 25 feet; thence
East 25 feet to the TRUE POINT OF BEGINNING; thence continuing
East a distance of 75 feet; thence
Southwesterly to a point 75 feet South of the TRUE POINT OF BEGINNING; thence
North 75 feet to the POINT OF BEGINNING.

PARCEL F

The South Half of the Northeast Quarter of Section 16, Township 3 North, Range 4 West of the Boise Meridian.

EXCEPTING a part of the Southeast Quarter of the Northeast quarter of Section 16, Township 3 North, Range 4 West of

Continuation of Exhibit A

Order No.:980198912 PW

the Boise Meridian; thence
North 310 feet along the East line of the said Southeast Quarter of the Northeast Quarter; thence
West 185 feet parallel to the South line of the said Southeast Quarter of the Northeast Quarter; thence
South 310 feet parallel to the said East line to a point in the South line of the said Southeast Quarter of the Northeast Quarter; thence
East 185 feet along the said South line to the POINT OF BEGINNING.

PARCEL G

The Northeast Quarter of the Northeast Quarter of Section 27, Township 3 North, Range 4 West of the Boise Meridian.

EXCEPTING therefrom a part of the Northeast Quarter of the Northeast Quarter of Section 27. Township 3 North, Range 4 West of the Boise Meridian, more particularly described to-wit:

COMMENCING at the Northeast corner of Section 27, Township 3 North, Range 4 West of the Boise Meridian; running thence
South 660 feet along the East line of said Section 27 to the INITIAL POINT; thence continuing
South 195 feet along the said East line; thence
West 300 feet at right angles to the said East line; thence
North 195 feet parallel to the said East line; thence
East 300 feet to the INITIAL POINT.

PARCEL H

COMMENCING at the West Quarter corner of Section 14,. Township 3 North, Range 4 West of the Boise Meridian; thence
East 492 feet along the South line of the Southwest Quarter of the Northwest Quarter of said Section 14 to the REAL POINT OF BEGINNING; thence
North on a line parallel with the West boundary line of said Section 14, a distance of 920 feet; thence
East 828 feet, more or less, to a point in the East boundary line of said Southwest Quarter of the Northwest quarter 400 feet South of the Northeast

Continuation of Exhibit A

Order No.:980198912 PW

corner thereof; thence
South 920 feet, more or less, to the Southeast corner of said Southwest Quarter of the Northwest quarter; thence
West 828 feet, more or less, to the REAL POINT OF BEGINNING.

PARCEL I

The Northwest Quarter of the Northwest Quarter of Section 23, Township 3 North, Range 4 West of the Boise Meridian.

RECORDED
'98 DEC 23 PM 1 51
NED J KERR
CANYON CNTY RECORDER
BY

ALLIANCE — NAMPA
REQUEST
FEE 15.00

98476 16

Arbay Mberwa

Exhibit B5

From: Arbay Mberwa
Sent: Tuesday, March 24, 2026 3:44 PM
To: [redacted]
Subject: FW: CU2025-0015

Hi,

Thanks for taking the time to discuss your application with me earlier today. Based on our conversation the answers to the questions posed on March 23 are the following:

1. Vendors may set up in the morning.
2. Yes, each vendor needs to bring in their own tables/tents as it's not feasible for the applicant to do so.
3. Preferably, there will be cleaning up and/or taking down tables and tents on the weekends. Tents will need to come down and materials taken down (stored with the vendor) as there are safety concerns of materials being stollen and applicant doesn't want to be held liable for vendor's material(s)/tents/tables. Yes, 10 or so employees cleaning during and after the event. If trashes are full they will be taken out. All other materials will be cleaned out on Monday.
4. Applicant is anticipating 4 to 6 hundred visitors a day to the site (not including vendors). Vendors can make up to 300+ people. Peak hours are anticipated to be 1-5pm on Saturdays and 2-5om on Sundays.
5. Applicant is aware that if approved parking requirements shall be met.
6. Seasonal operations. First week of April to the first or second week of September, however weather dependent so it may very. If it's raining too much the market may be closed. Nothing will be permanent and special events location will revert back to agricultural use.

If I missed details or misunderstood, please clarify. If clarification is not received I will be under the assumption that what I have is fine.

I would like to schedule the hearing to go before the Planning and Zoning Commission on May 21, 2026 and would need the following by April 13:

1. Please answer the remaining questions in the email thread (dated March 11, 2026).
2. A Traffic Impact Study by May 13 or let me know if it will be done by May 21 if that's the case it would be considered a late exhibit and will be up to the Planning and Zoning Commission to accept into the record or not. I recommend having it done before the hearing so the Commission can make a decision based on evidence. The last Traffic Impact Study on the property was done by CR Engineering, Inc in July of 2022 for an RV resort for the property owner.
    a. If it's not completed you may risk a denial due to a lack of information or getting the case tabled (rescheduled to a later date).
    b. If you don't think it will be done by May I can hold off on scheduling the case until you are ready. Either way please let me know by April 13 but the sooner the better.
3. Emergency exit plan

I highly recommend not installing anything or making improvements to the property until a decision is made on the case. I talked with Masson and Associates after we had spoken. He mentioned that he was a civil engineer and that is all they work with and would not be able to sign off on structural engineering required if any. Are you wanting to work with Mason and Associates for the Traffic Impact Study? Again I recommend holding off until a decision is made for engineering unless it's for the traffic study. The parking areas do not need to be paved/hard surfaced per Canyon County code however I may propose a condition that it be hard surfaced to mitigate dust concerns and the Commission may adopt that or not.
Discuss your request with the agencies as well- Idaho transportation Department what they will be requiring, Southwest District health on the amount of portable restrooms required etc.

Please let me know if you have questions.

Arbay Mberwa

Associate Planner

Canyon County Development Services Department

111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-455-6039

Email: Arbay.Mberwa@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

Public office hours:

Monday, Tuesday, Thursday and Friday

From: Arbay Mberwa
Sent: Monday, March 23, 2026 2:51 PM
To: '[redacted]' <[redacted]>
Subject: RE: CU2025-0015

Hello,

Hope all is well, I have a few follow up questions:

1. When can vendors begin setting up?
2. Will each vendor need to bring in tables/tents or will you be supplying the materials?
3. Will there be cleaning up and/or taking down tables and tents on the weekends? Will the tents be up over night?
4. How many visitors are you anticipating? When do you anticipate peak hour(s)? How many average daily trips are you anticipating during peak hours?
5. According to 07-13-03(6) the parking requirements are “A number of parking spaces equal to 20 percent of the capacity in persons. For the purpose of this section, "capacity in persons" shall mean the gross floor area used by the public divided by 15 square feet” therefore 1,680 parking spaces shall be required using the market area.
6. Will the flea market have year round operations?

Thanks,

Arbay Mberwa

Associate Planner

Canyon County Development Services Department

111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-455-6039

Email: Arbay.Mberwa@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

Public office hours:

Monday, Tuesday, Thursday and Friday

From: Arbay Mberwa
Sent: Wednesday, March 11, 2026 4:35 PM
To: '[redacted]' <[redacted]>
Subject: RE: CU2025-0015

Hello,

I'm working through the special events facility conditional use permit and need additional information:

1. How is the proposed use consistent with the Comprehensive Plan? The subject property's future land use designation is "A" (Agricultural) with an Agri-Tourism Business Use/ Exclusive Farm Use/ Scenic byway Buffer overlay district. *See definitions below.*
   - Agritourism Exclusive Farm Use (AEFU) The AEFU is a district where property owners sell and produce vertically integrated agriculture goods/services. Retail sales operations draw visitors/customers wanting to buy goods and services offered on said property. (Map 2)
   - Agritourism Business Use (ABU) An ABU is an area adjacent to an AEFU and is used to host businesses that directly support agritourism-based operations. Businesses are sized and designed to align with the agritourism region. ABUs would be restricted from existing on major corridors and limited in size and number to fit the agritourism theme. The majority of supporting businesses, such as hotels and restaurants, should remain within city boundaries, and the development of such businesses should be restricted to maintain the agricultural feel of
   - Scenic Byway and Historic Preservation: This overlay preserves and protects the country's cultural, architectural, and archaeological history and enhances the scenic resources of scenic byways. The overlay reduces visual obstructions, encourages conservation, and ensures that new development minimizes impacts through appropriate design. (Map 4). How will the proposed use align with the scenic byway? (Pages 27 & 28 of the 2030 Comprehensive Plan)
   - Although the overlay districts are in the 2030 comprehensive plan, it may be pre-mature to have the proposed use in the agricultural area. Will the Norwegian Bazaar/Flea Market be agriculturally related?
2. I highly recommend completing the Traffic Impact Study prior to hearing (sometime in May) as it will help me to do analysis on the proposed use may help the Commissioners make findings on traffic impacts (hearing criteria #7).
3. As you know Canyon Creek Gardens and the Symm's Fruit is also operating on the subject property (CU2024-0002). The cumulative uses on the property may impact your case. As of today CU2024-0002 is not in compliance with their conditions of approval- I recommend working with the property owner to bring that use into compliance so it doesn't jeopardize your application.
4. Will the proposed use be injurious to other property in the immediate vicinity and/or negatively change the essential character of the area, please provide evidence. Currently the character of the area is primarily agricultural, how would a flea market fit the character of the area?

Hearing criterias that need to be met to gain approval:
https://codelibrary.amlegal.com/codes/canyoncountyid/latest/canyoncounty_id/0-0-0-2807

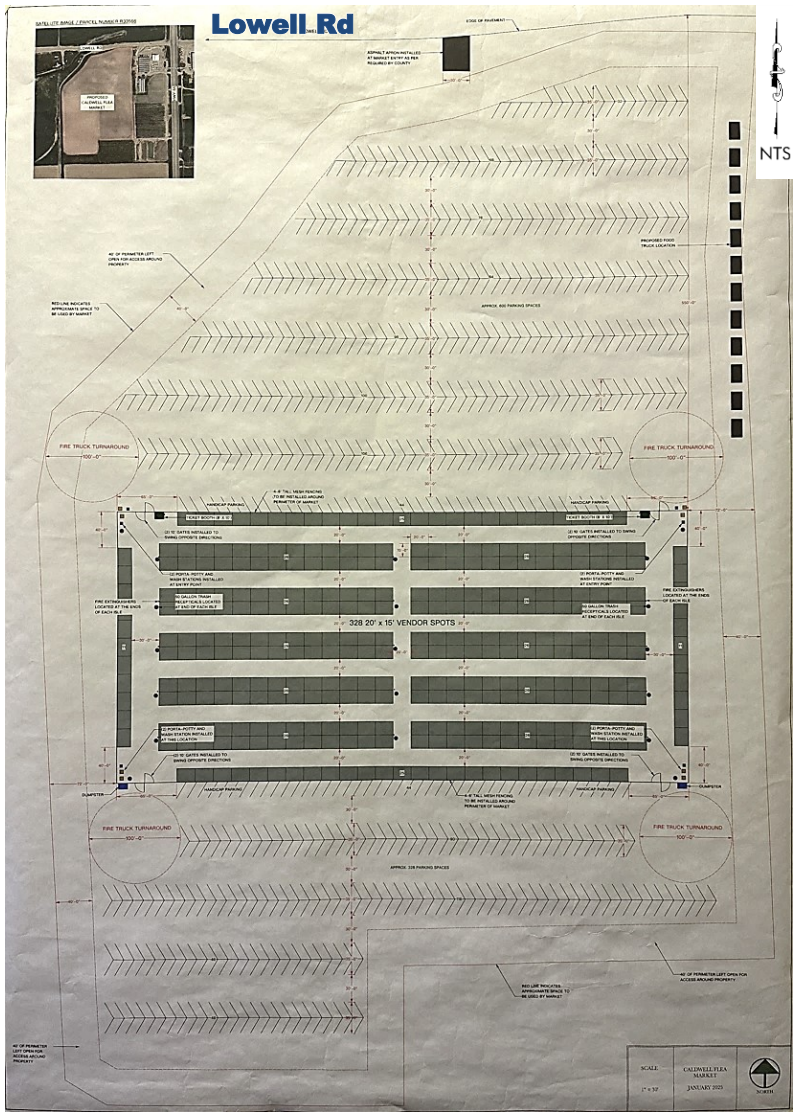
Please provide additional information no later than April 1, 2026

Exhibit B6

TRAFFIC IMPACT STUDY

NORWEGIAN BAZAAR

Canyon County, Idaho
May 6, 2026



Prepared For:

CHRISTOPHER LIUDAHL

Prepared By:

CR ENGINEERING, INC.

181 East 50th Street
Garden City, ID 83714
(208) 841-4996

S:\projects\26-11 Norwegian Bazaar\doc\Norwegian Bazaar TIS.docx

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EXECUTIVE SUMMARY

The proposed Norwegian Bazaar is located southwest of the Lowell Road and Sunnyslope Road (SH 55) intersection in Canyon County, Idaho, as shown in **Figure 1.1**. CR Engineering, Inc. prepared a traffic impact study (TIS) for the proposed development. The scope of this TIS was determined through coordination with the Golden Gate Highway District No. 3 (GGHD3) and the Idaho Transportation Department (ITD), and was prepared in accordance with their requirements.

The TIS evaluated the potential traffic impacts resulting from background traffic growth and the proposed development, and identified improvements to mitigate the traffic impacts if needed. The traffic impacts were evaluated under Saturday PM peak hour traffic conditions. **Table 1** summarizes the improvements needed to mitigate the impacts for the following years' traffic conditions:

- 2026 existing traffic
- 2027 build-out year background traffic
- 2027 build-out year total traffic
- 2034 horizon year background traffic
- 2034 horizon year total traffic

Table 1 – Proposed Intersection Improvements Summary

Intersection		2026 Existing	2027 Build-Out Year Traffic		2034 Horizon Year Traffic	
			Background	Total	Background	Total
Prior mitigation improvements included in the analysis		*NA*	*2026 Existing*	*2026 Existing* *2027 Background*	*2026 Existing* *2027 Background*	*2026 Existing* *2027 Background* *2027 Total* *2034 Background*
(1)	Lowell Rd and SH 55	None	None	None	None	None
(2)	Site Access and Lowell Rd	NA	NA	**Stop-controlled T-intersection**	NA	None beyond prior improvements

1.0 Proposed Development and Site Access

1.1 Norwegian Bazaar is a proposed special event location containing 328 vendor stands

- Anticipated to open in late 2026
- Anticipated to operate in the summer months on weekends only
- Expected to open to the public on Saturday and Sunday between 11:00 AM and 8:00 PM
- Vendor registration will occur on Friday between 9:00 AM and 2:00 PM

1.2 Site trip generation is typically estimated following the procedures recommended in the latest edition of the *Trip Generation Manual (12th Edition)*, published by the Institute of Transportation Engineers (ITE). However, a special event does not correspond to a land use category defined in the ITE Trip Generation Manual. For this study, the site trip generation was estimated based on the data provided by the developer

- Norwegian Bazaar is anticipated to generate 50 trips during the Saturday PM peak hour

1.3 The estimated site traffic distribution patterns are:

- 10% traveling on Lowell Road west of the site
- 70% traveling on SH 55 north of Lowell Road
- 5% traveling on Lowell Road east of SH 55
- 15% traveling on SH 55 south of Lowell Road

1.4 The development is proposing to construct one driveway on Lowell Road for site access:

- Located approximately 660 feet west of SH 55
  - Meets the 270-feet minimum driveway spacing on Lowell Road
- No turn lanes are warranted based on NCHRP Report 457 turn-lane guidelines under 2027 and 2034 total traffic conditions
- Meets minimum operational thresholds under 2027 and 2034 total traffic conditions
- Intersection sight distance exceeds the 390-foot minimum sight distance for a 35-mph roadway
  - There are existing vertical and horizontal curves on Lowell Road adjacent to the access, but they do not restrict the intersection sight distance below the 390-feet minimum requirements

1.5 The Norwegian Bazaar is expected to have a traffic control and management plan during operations to minimize the potential traffic impacts on Lowell Road. There should be on-site staff to manage the traffic circulation within the site

2.0 Improvements Needed to Mitigate 2026 Existing Traffic Conditions

2.1 With 2026 existing traffic, the Lowell Road and SH 55 study area intersection currently meets minimum operational thresholds, as analyzed with the existing intersection control and lane configuration. In addition, no turn lanes are warranted based on ITD turn lane guidelines. As a result, no intersection improvements are needed to mitigate the 2026 existing traffic operations

3.0 Improvements Needed to Mitigate 2027 Build-Out Year Background Traffic Conditions

3.1 With the 2027 background traffic, the Lowell Road and SH 55 intersection is anticipated to continue to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration. In addition, no turn lanes are warranted based on ITD turn lane guidelines. As a result, no intersection improvements are needed to mitigate the 2027 background traffic operations

4.0 Improvements Needed to Mitigate 2027 Build-Out Year Total Traffic Conditions

4.1 With the 2027 total traffic, all study area intersections are anticipated to meet minimum operational thresholds analyzed with the existing intersection control and lane configurations. In addition, none of the study area intersections warrant turn lanes based on ITD or NCHRP Report 457 turn lane guidelines. As a result, no intersection improvements are needed to mitigate the 2027 total traffic operations

4.2 The estimated site traffic as a percentage of the 2027 total traffic at the Lowel Road and SH 55 intersection is 6.0%

5.0 Improvements Needed to Mitigate 2034 Horizon Year Background Traffic Conditions

5.1 With the 2034 background traffic, the Lowell Road and SH 55 intersection is anticipated to continue to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration. In addition, no turn lanes are warranted based on ITD turn lane guidelines. As a result, no intersection improvements are needed to mitigate the 2034 background traffic operations

6.0 Improvements Needed to Mitigate 2034 Horizon Year Total Traffic Conditions

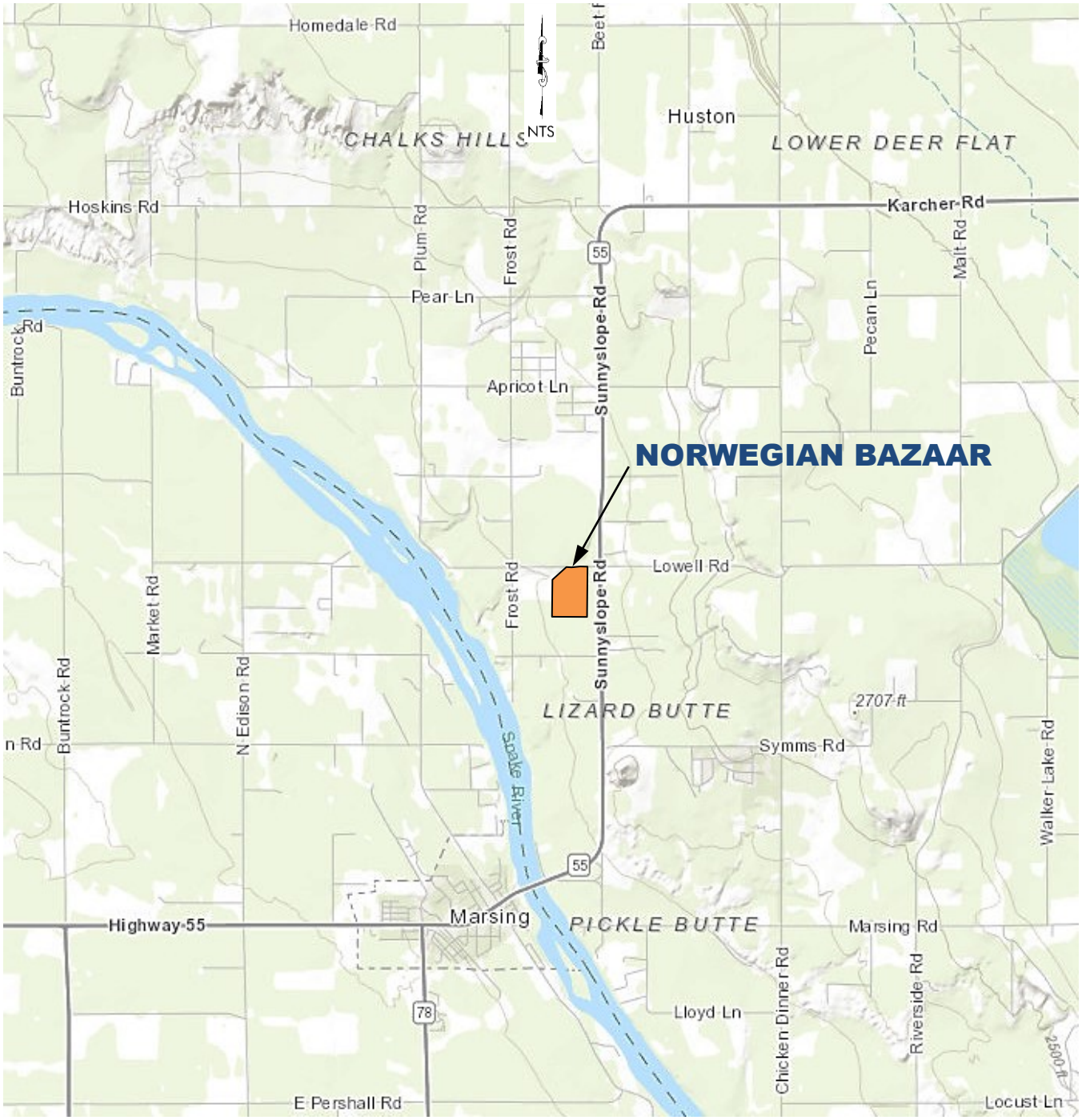
6.1 With the 2034 total traffic, all study area intersections are anticipated to continue to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration. None of the study area intersections is anticipated to warrant a turn lane based on ITD or NCHRP Report 457 turn-turn lane guidelines. As a result, no intersection improvements are needed to mitigate the 2034 total traffic operations

6.2 The estimated site traffic as a percentage of the 2034 total traffic at the Lowell Road and SH 55 intersection is 5.2%

1.0 INTRODUCTION

The proposed Norwegian Bazaar is located southwest of the Lowell Road and Sunnyslope Road (SH 55) intersection in Canyon County, Idaho. **Figure 1.1** shows the site location and its vicinity. CR Engineering, Inc. prepared a traffic impact study (TIS) for the proposed development. The TIS evaluated the potential traffic impacts resulting from background traffic growth and the proposed development, and identified improvements to mitigate the impacts if needed. The scope of this report was determined through coordination with Golden Gate Highway District No. 3 (GGHD3) and Idaho Transportation Department (ITD) Staff and was prepared in accordance with their requirements.

Figure 1.1 – Site Location and Vicinity



1.1 Proposed Development

Figure 1.2 shows the proposed Norwegian Bazaar layout with the site access and internal circulation. Norwegian Bazaar is a proposed special event location containing 328 vendor stands. One driveway is proposed on Lowell Road for site access. The proposed perimeter road will provide access and circulation to the parking lots within the site. The parking lots are shown as head-in angle parking with 30-foot drive aisles.

Norwegian Bazaar is anticipated to open in late 2026, operating in the summer months on weekends only. It is expected to open to the public on Saturday and Sunday between 11:00 AM and 8:00 PM. The peak operational hours are between 1:00 and 5:00 PM on Saturday. Vendor registration will occur on Friday between 9:00 AM and 2:00 PM.

1.2 Study Approach

The TIS follows the GGHD3 guidelines for transportation impact studies in accordance with *Section 3120 of the Highway Standards and Development Procedures Manual* for the Association of Canyon County Highway Districts (ACCHD) and ITD *IDAPA 39.03.42 – Rules Governing Highway Right-of-Encroachments on State Rights-of-Way*. The scope of this TIS was coordinated with GGHD3 and ITD.

1.3 Study Area

The following study area intersections were identified for traffic impact analysis:

- Lowell Road and SH 55 intersection
- Site access intersection on Lowell Road

1.4 Study Period

Existing traffic on SH 55 was collected on Saturday, April 4th and Sunday, April 5th to determine the study period. Traffic count data is included in the appendix. The average daily traffic (ADT) on SH 55 is 6,802 vehicles on Saturday and 6,673 vehicles on Sunday. Based on the traffic counts, the analysis period is Saturday PM peak hour, which coincides with peak operations of the Norwegian Bazaar. A Friday period was not included, as the Norwegian Bazaar is not open to the public.

The analysis years and traffic conditions are:

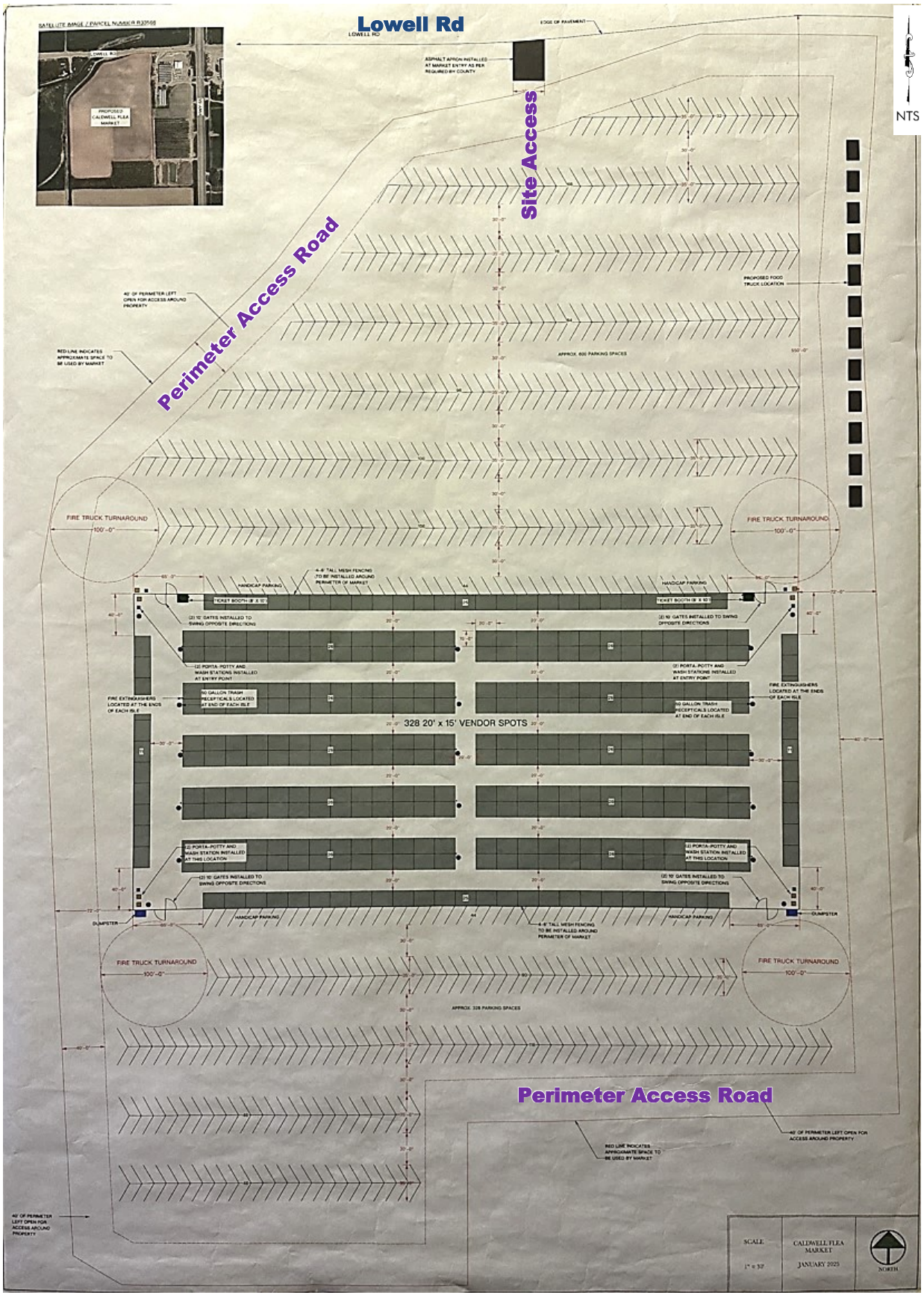
- 2026 existing traffic
- 2027 build-out year background traffic
- 2027 build-out year total traffic
- 2034 horizon year background traffic
- 2034 horizon year total traffic

1.5 Analysis Methods and Performance Measure Thresholds

Intersection capacity analysis was performed using Synchro 12 (Version 12.3.1.19), which utilizes HCM7 methodologies. All parameters used in the analysis were based on existing data when available or Synchro default values when not available.

The study area roadways and intersections fall under the jurisdiction of GGHD3 and the Idaho Transportation Department (ITD). For this study, the minimum operational thresholds for intersections under GGHD3's jurisdiction are LOS C for rural areas and LOS D for suburban areas. For ITD unsignalized intersections, mitigation improvements are required for any individual movement either operating at LOS F or with a v/c greater than 0.90 (Memo No. 39, District 3 Operational Procedures).

Figure 1.2 – Preliminary Site Layout



2.0 EXISTING CONDITIONS

2.1 Roadway Network, Lane Configuration, and Intersection Control

Table 2.1 summarizes the existing roadway characteristics within the study area. The roadway functional classification is based on the COMPASS 2040 Functional Classification Map. **Figure 2.1** summarizes the study area and intersection control and lane configuration. In 2007, ITD designated the Snake River Canyon Scenic Byway, with signage along the route from Idaho 45 at Waters Ferry to the Nyssa, Oregon, bridge. Lowell Road within the study area is part of this scenic byway.

Table 2.1 – Existing Roadway Characteristics

Roadway	Functional Classification	Number of Lanes	Posted Speed Limit (mph)	Pedestrian Facilities
Lowell Rd	Local Road west / Minor Arterial east of SH 55	2	35	• No sidewalk or bicycle lanes
Sunnyslope Rd (SH 55)	Principal Arterial (Statewide Route)	2-5	55	• No sidewalk or bicycle lanes

2.2 Existing Traffic Volumes

Existing Saturday PM peak hour intersection turning movement traffic counts at the Lowell Road and SH 55 intersection were obtained on April 4, 2026. The intersection turning movement counts were collected at 15-minute intervals between 1:00 and 5:00 PM. Existing turning movement counts are included in the appendix. **Figure 2.1** summarizes the existing Saturday PM peak hour traffic volumes.

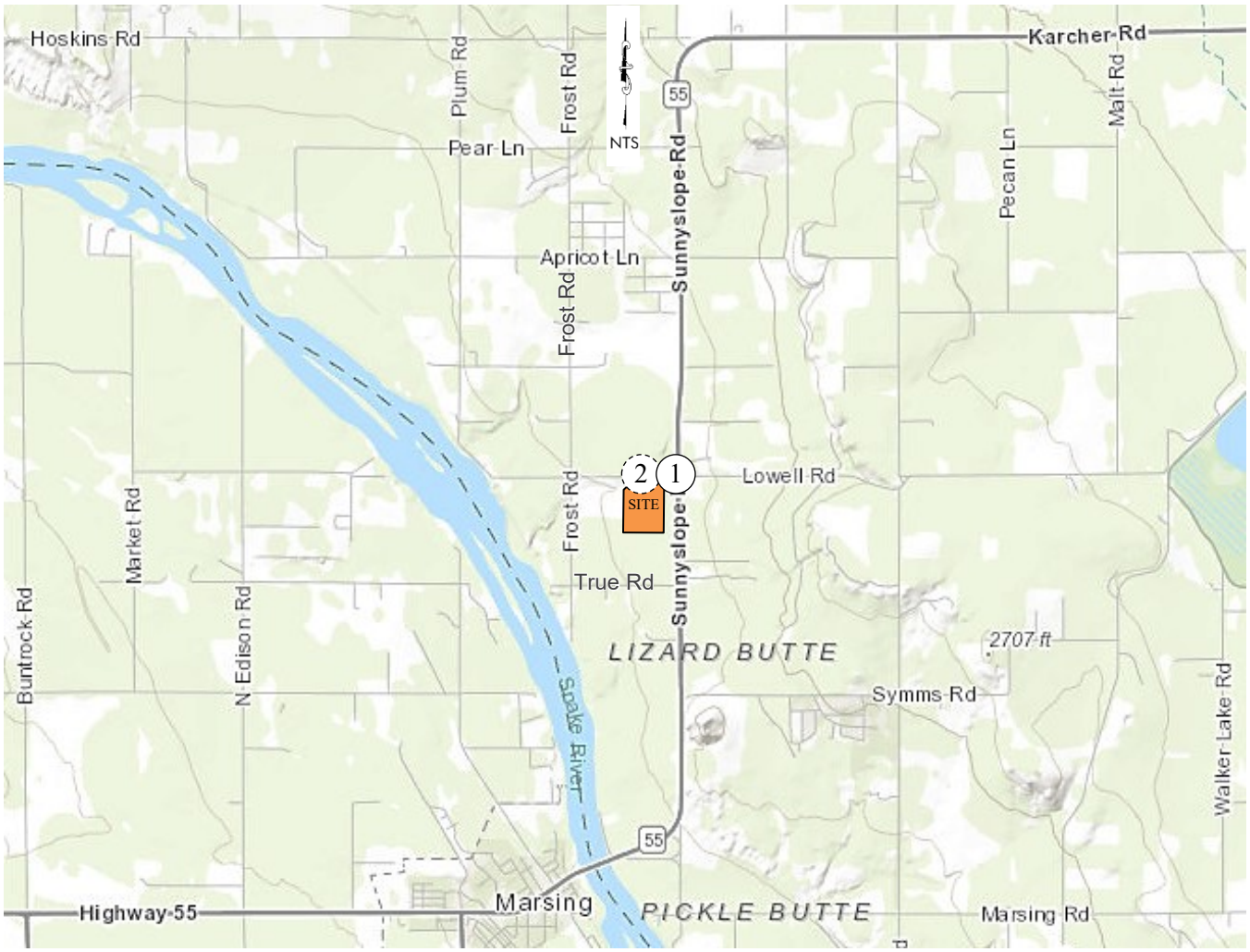
2.3 Intersection Crash Data

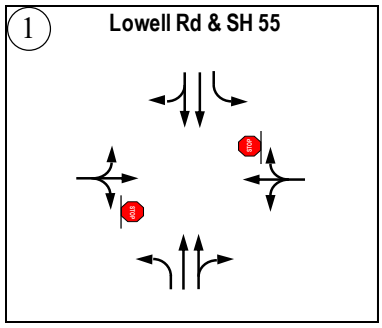
The most current five-year crash data (2021-2025) was obtained from the Local Highway Technical Assistance Council (LHTAC) website (http://gis.lhtac.org/safety/). There were three (3) reported crashes at the Lowell Road and SH 55 intersection, with a crash rate of less than one (1) crash per million entering vehicles. Based on the crash history, there are no apparent safety issues at the intersection.

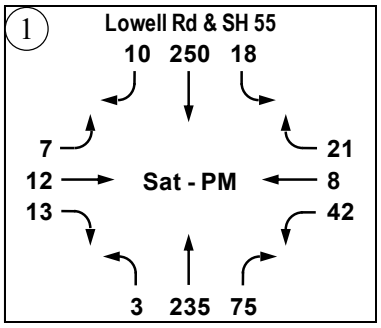
Table 2.2 – Intersection Crash Data (2021-2025)

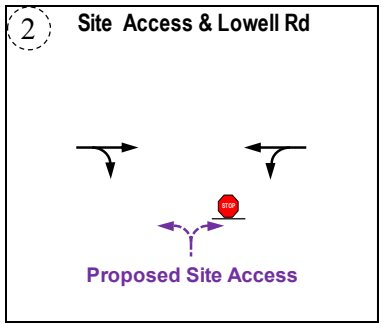
Intersection or Roadway Segment		Total Crashes	*Crash Severity*			Notes	Crash Rate (ACC/MEV)
			PDO	*Injury*	*Fatal*		
(1)	Lowell Rd and SH 55	3	*1*	*2*	*0*	• 2 ran off road crashes, 1 angle turning crash,	0.19

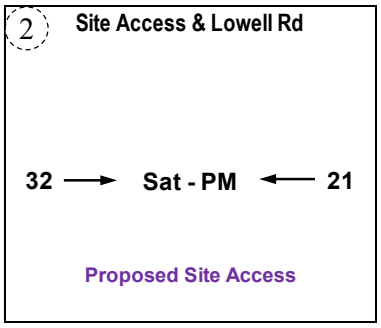
Figure 2.1 – Study Area Intersection Control, Lane Configuration, and 2026 Existing Traffic







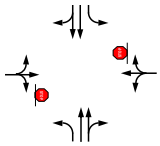




2.4 Intersection Operations

To determine existing traffic operations, the study area intersection of Lowell Road and SH 55 was analyzed with the existing intersection control and lane configuration. Copies of the analysis reports are included in the appendix. **Table 2.3** summarizes the intersection capacity analysis results. The intersection currently meets minimum operational thresholds under existing traffic conditions.

Table 2.3 – Intersection Operations – 2026 Existing Traffic

Intersection		Control / Lane	Intersection or Lane Group	Saturday PM Peak Hour		
				LOS	Delay [s/veh]	v/c Ratio
1	Lowell Rd and SH 55		NBL	A	8	< 0.01
			NBT	-	-	-
			NBTR	-	-	-
			EBLTR	B	13	0.07
			WBLTR	B	14	0.15
			SBL	A	8	0.02
			SBT	-	-	-
			SBTR	-	-	-

2.5 Intersection Mitigation

The Lowell Road and SH 55 intersection currently meets minimum operational thresholds with the existing intersection control and lane configuration. In addition, no turn lanes are warranted based on ITD right-turn lane guidelines. Turn lane warrant worksheets are included in the appendix. As a result, no intersection improvements are needed to mitigate existing traffic operations during Saturday PM peak hour.

3.0 2027 BUILD-OUT YEAR BACKGROUND TRAFFIC CONDITIONS

3.1 Roadway Network

The 2027 roadway network is expected to remain the same as the 2026 existing conditions. Based on ITD and GGHD3 transportation plans, there are no funded improvements on the study area roadways or intersections.

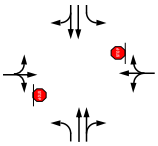
3.2 Background Traffic

The 2027 background traffic was estimated by extrapolating the 2026 existing traffic counts with a 2.0% annual growth rate on the study area roadways. The annual growth rate is based on historical traffic data from Automatic Traffic Recorder (ATR) No. 238. **Figure 3.1** summarizes the estimated 2027 background traffic.

3.3 Intersection Operations

To determine the 2027 background traffic operations, the Lowell Road and SH 55 study area intersection was analyzed with the existing intersection control and lane configuration. Copies of the analysis reports are included in the appendix. **Table 3.2** summarizes the intersection capacity analysis results. The intersection is anticipated to continue to meet minimum operational thresholds.

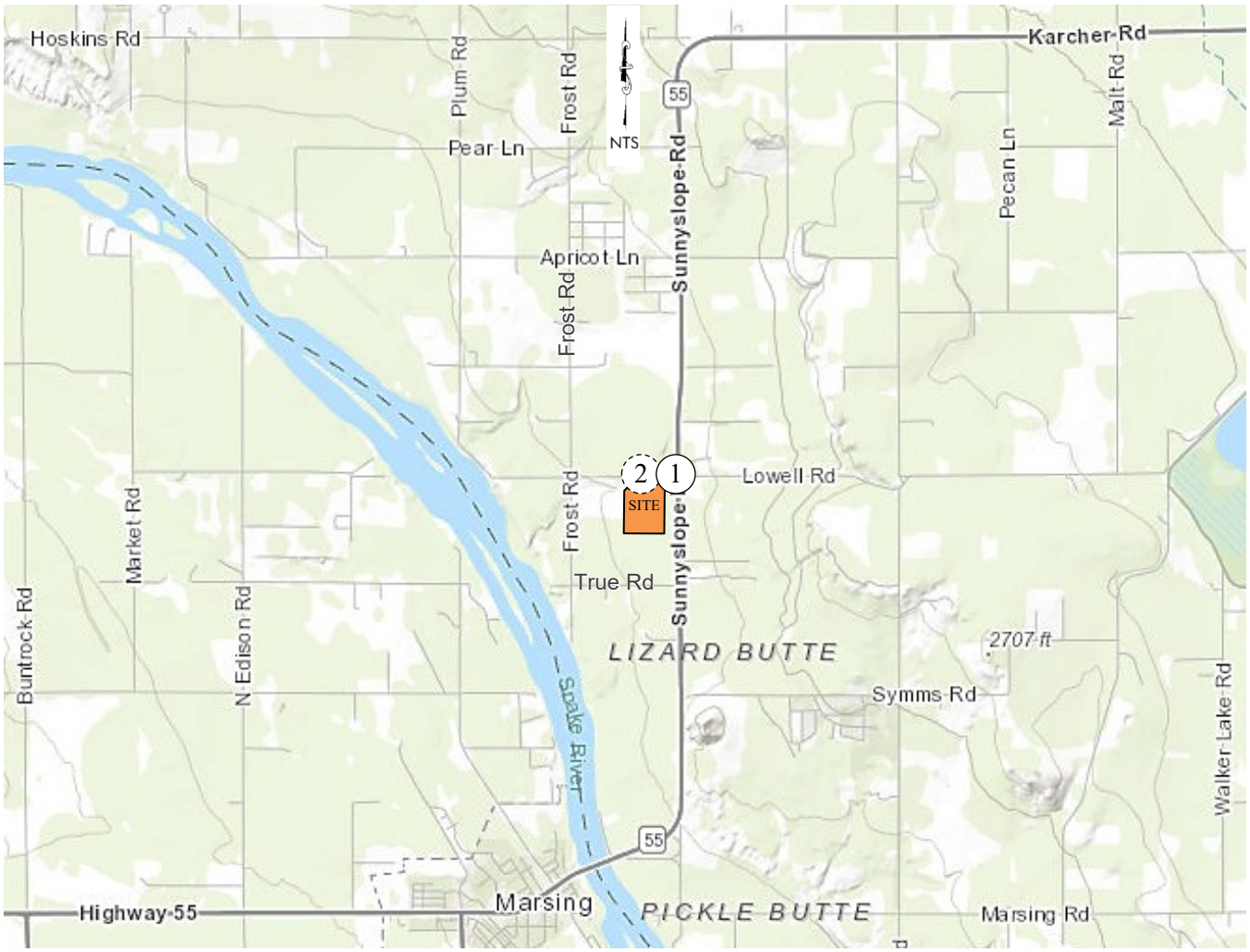
Table 3.1 – Intersection Operations – 2027 Build-Out Year Background Traffic

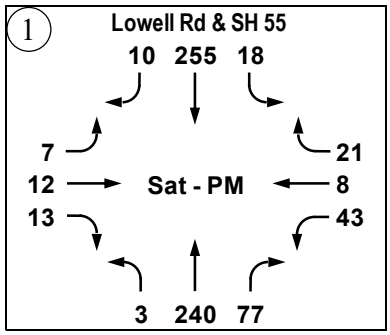
Intersection		Control / Lane	Intersection or Lane Group	Saturday PM Peak Hour		
				LOS	Delay [s/veh]	v/c Ratio
1	Lowell Rd and SH 55		NBL	A	8	< 0.01
			NBT	-	-	-
			NBTR	-	-	-
			EBLTR	B	13	0.07
			WBLTR	B	14	0.16
			SBL	A	8	0.02
			SBT	-	-	-
			SBTR	-	-	-

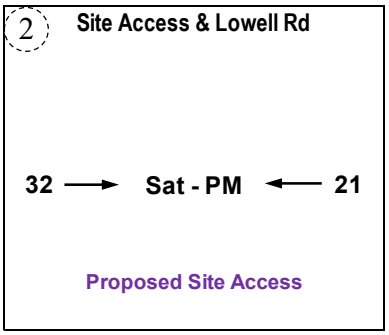
3.4 Intersection Mitigation

The Lowell Road and SH 55 intersection is anticipated to continue to meet minimum operational thresholds under 2027 background traffic conditions. In addition, no turn lanes are warranted based on ITD right-turn lane guidelines. As a result, no improvements are needed to mitigate the 2027 background traffic operations.

Figure 3.1 – 2027 Build-Out Year Saturday PM Peak Hour Background Traffic







4.0 2027 BUILD-OUT YEAR TOTAL TRAFFIC CONDITIONS

4.1 Roadway Network

The study area roadways and intersections are expected to remain the same as the 2026 existing conditions. The Norwegian Bazaar is planning to construct one driveway on Lowell Road for site access.

4.2 Site Traffic

4.2.1 Trip Generation

Site trip generation is typically estimated using the procedures recommended in the latest edition of the Trip Generation Manual (12th Edition), published by the Institute of Transportation Engineers (ITE). However, the proposed use of the Norwegian Bazaar does not correspond to a land use category defined in the ITE Trip Generation Manual. For this study, the site trip generation was estimated based on the data provided by the developer. Trip generation data is included in the appendix. According to their estimate, Norwegian Bazaar is anticipated to generate 770 trips on Saturday, with 50 trips during the Saturday PM peak hour.

4.2.2 Trip Capture and Pass-By Trips

Based on the proposed land use and ITE methodology, the development is not expected to retain trips internally within the site or generate pass-by trips.

4.2.3 Modal Split

All trips generated by the development were assumed to be made by personal and commercial vehicles.

4.2.4 Trip Distribution and Assignment

Figure 4.1 summarizes the estimated site traffic distribution patterns provided by the developer. All site traffic is anticipated to use the proposed access on Lowell Road. **Figure 4.2** summarizes the estimated site traffic at the study area intersections.

4.3 Total Traffic

The site traffic is added to the 2027 background traffic, as determined above, to obtain the 2027 total traffic. **Figure 4.3** summarizes the estimated 2027 Saturday PM peak hour total traffic at the study area intersections.

The percentage of build-out site traffic relative to the total traffic entering the Lowell Road and SH 55 intersection is 6.0% during the Saturday PM peak hour.

4.4 Intersection Operations

To determine the 2027 total traffic operations, the Lowell Road and SH 55 study area intersection was analyzed with the existing intersection control and lane configuration. The proposed site access intersection was analyzed as an unsignalized T-intersection with one shared lane on all approaches. Copies of the analysis reports are included in the appendix. **Table 4.1** summarizes the intersection capacity analysis results. The intersections are anticipated to meet minimum operational thresholds under the 2027 total traffic conditions.

Figure 4.1 – Estimated Site Traffic Distribution Patterns

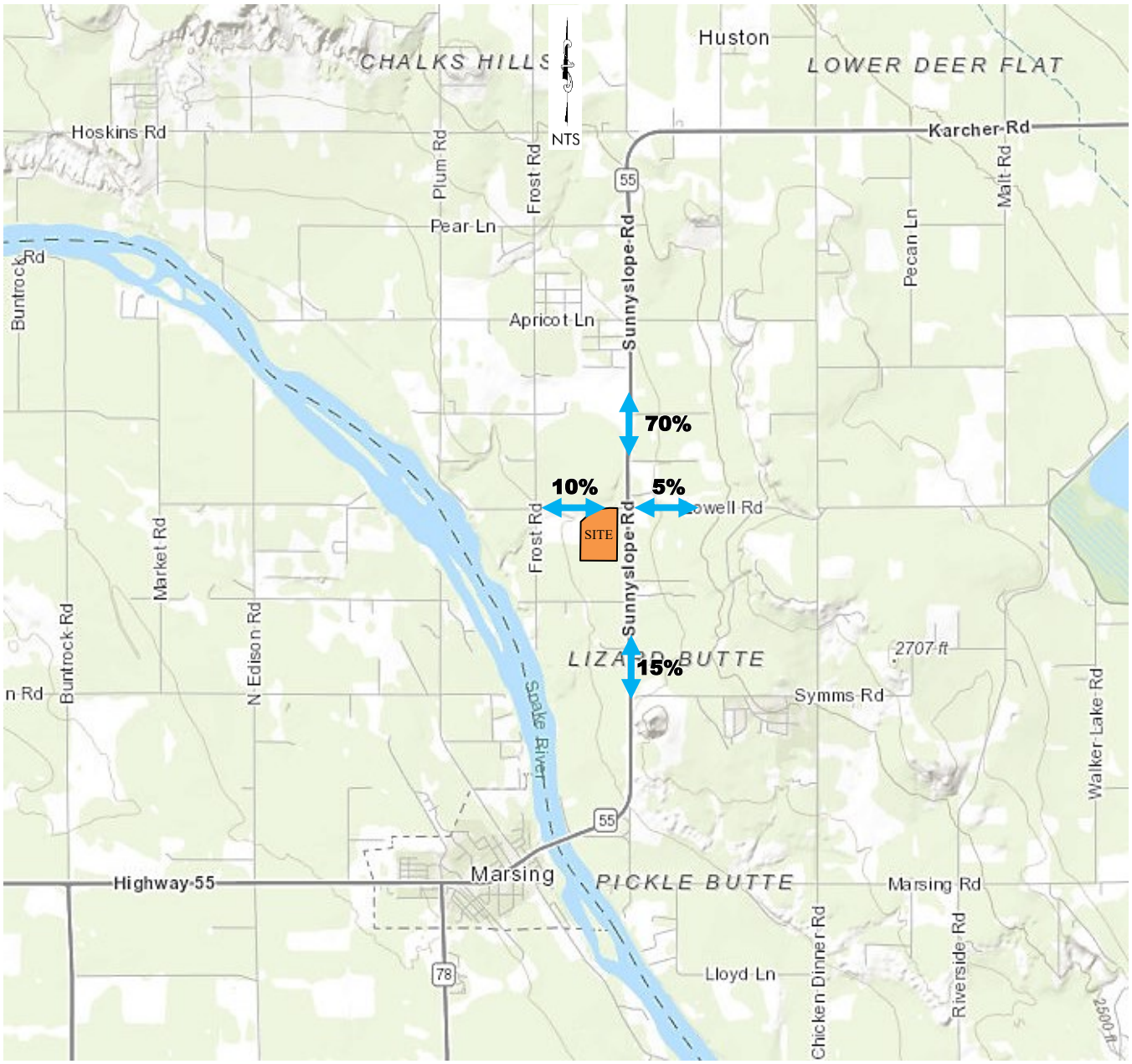
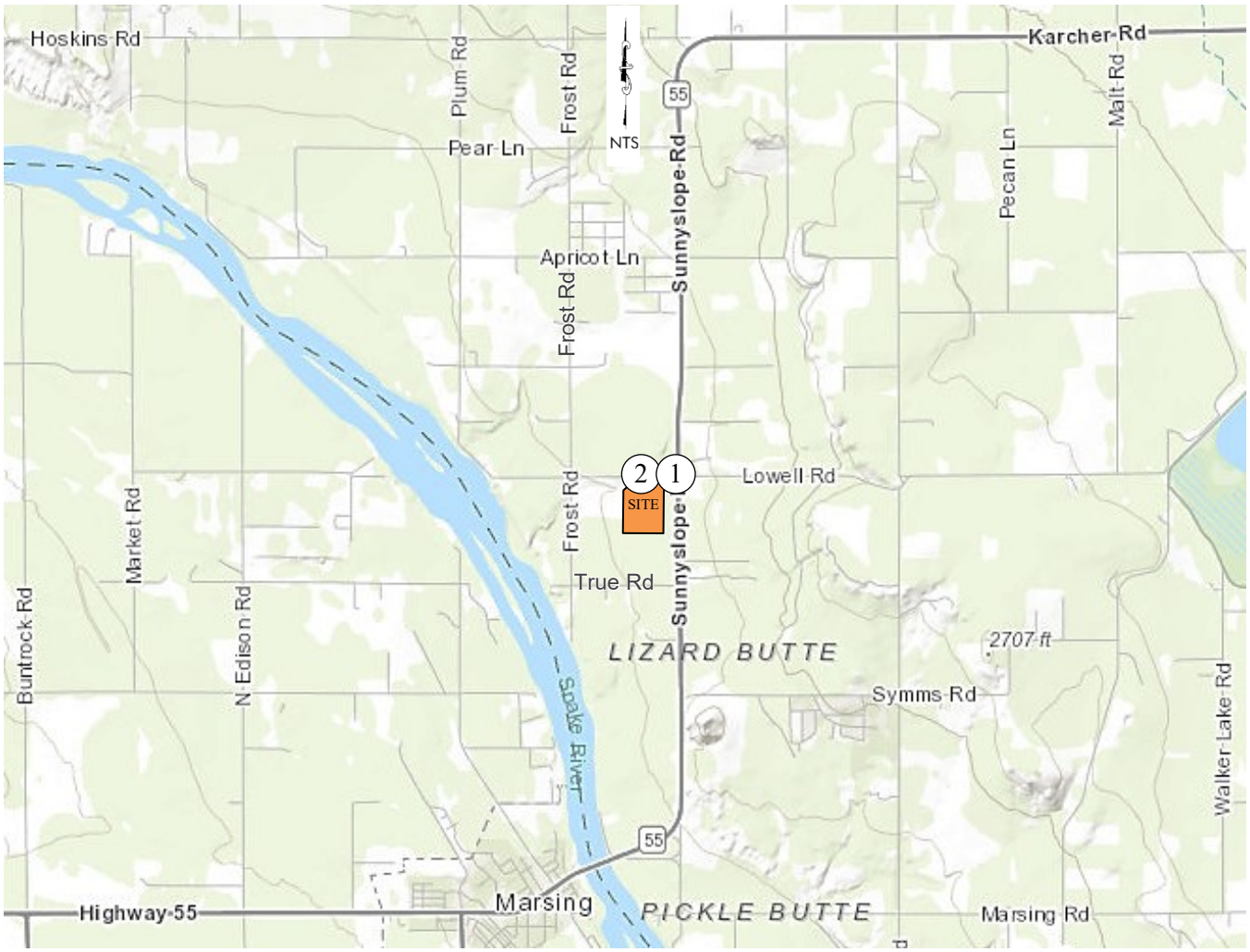
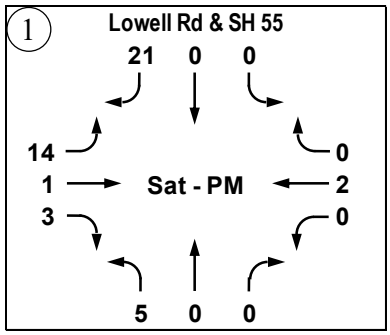


Figure 4.2 – 2027 Build-Out Year Saturday PM Peak Hour Site Traffic





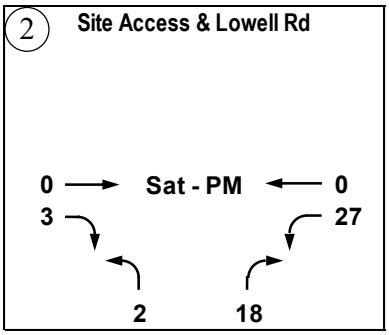
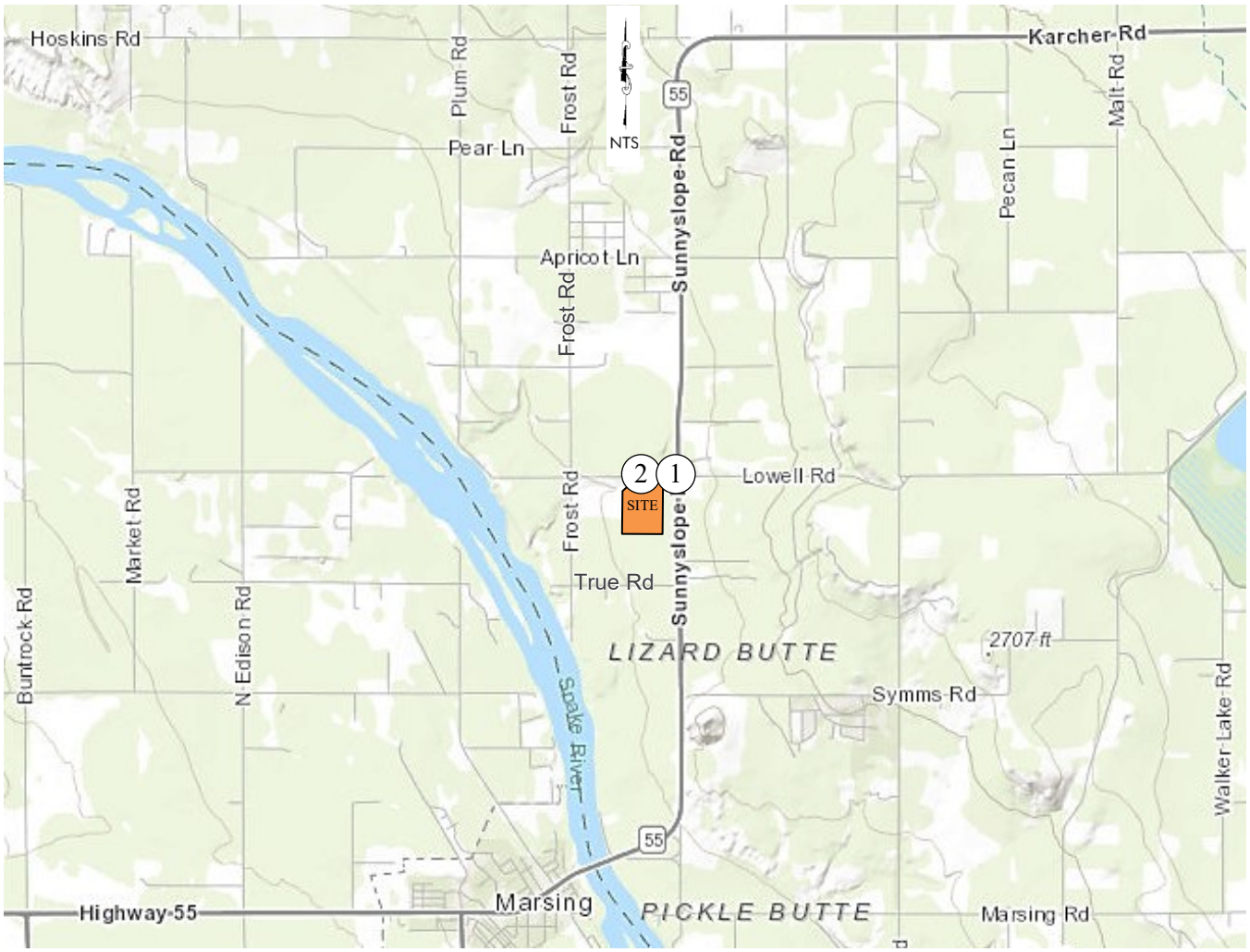
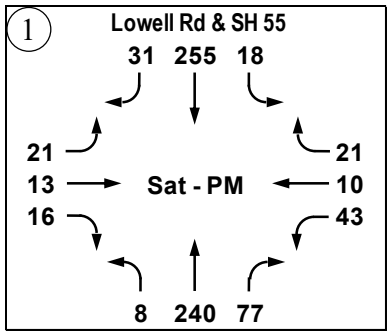


Figure 4.3 – 2027 Build-Out Year Saturday PM Peak Hour Total Traffic





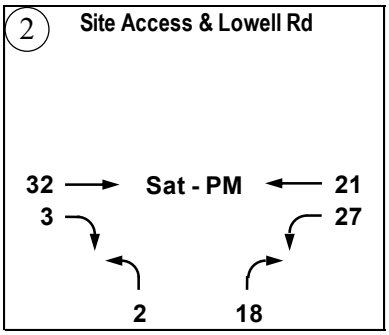
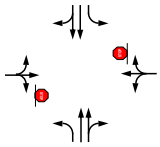
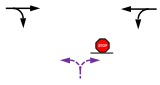


Table 4.1 – Intersection Operations – 2027 Build-Out Year Total Traffic

Intersection		Control / Lane Site Improvements	Intersection or Lane Group	Saturday PM Peak Hour		
				LOS	Delay [s/veh]	v/c Ratio
1	Lowell Rd and SH 55		NBL	A	8	< 0.01
			NBT	-	-	-
			NBTR	-	-	-
			EBLTR	B	14	0.11
			WBLTR	B	14	0.17
			SBL	A	8	0.02
			SBT	-	-	-
			SBTR	-	-	-
2	Site Access and Lowell Rd		NBLR	A	9	0.02
			EBTR	-	-	-
			WBLT	A	7	0.02

4.5 Intersection Mitigation

Both study area intersections are anticipated to meet minimum operational thresholds under the 2027 total traffic conditions. Additionally, no turn lanes are anticipated to be warranted based on ITD and NCHRP Report 457 turn-lane guidelines. As a result, no intersection improvements are needed to mitigate the 2027 total traffic operations.

4.6 Site Access and Circulation

Lowell Road is classified as a local road along the site frontage. According to Section 3061 of the Highway Standards and Development Procedures Manual, the minimum access spacing requirements on local roads in a rural area are:

- 140 feet minimum driveway spacing for minimal use generators (no greater than 50 vpd)
- 270 feet minimum driveway spacing for minor generator (between 51 and 5,000 vpd)
- ⅛ mile (660 feet) local road or private road spacing on the same side
- 1/16 mile (330 feet) local road or private road spacing on the opposite side

Based on the preliminary site layout, Norwegian Bazaar is proposing one driveway on Lowell Road for site access. The proposed site access is located approximately 660 feet west of SH 55, which conforms to the ACCHD driveway spacing requirements on Lowell Road.

There is adequate intersection sight distance at the site access intersection for the posted 35-mph posted speed limit on Lowell Road. Based on a field review, the existing vertical and horizontal curves on Lowell Road do not restrict intersection sight distance to below the 390-feet minimum requirements.

Norwegian Bazaar is expected to have a traffic control and management plan during operations to minimize the potential traffic impacts on Lowell Road. There should be on-site staff to manage the traffic circulation within the site.

5.0 2034 HORIZON YEAR BACKGROUND TRAFFIC CONDITIONS

5.1 Roadway Network

The study area roadways and intersections are expected to remain the same as existing conditions. As discussed in Section 3.1, there are no funded projects programmed within the study area according to GGHD3 or ITD transportation plans.

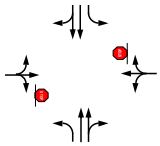
5.2 Background Traffic

2034 background traffic was estimated using the same growth rates as discussed in Section 3.2. **Figure 5.1** summarizes the estimated 2034 horizon year background traffic.

5.3 Intersection Operations

To determine the 2034 background traffic operations, the Lowell Road and SH 55 study area intersection was analyzed with the existing intersection control and lane configuration. Copies of the analysis reports are included in the appendix. **Table 5.1** summarizes the intersection capacity analysis results. The intersection is anticipated to meet minimum operational thresholds under 2034 background traffic conditions.

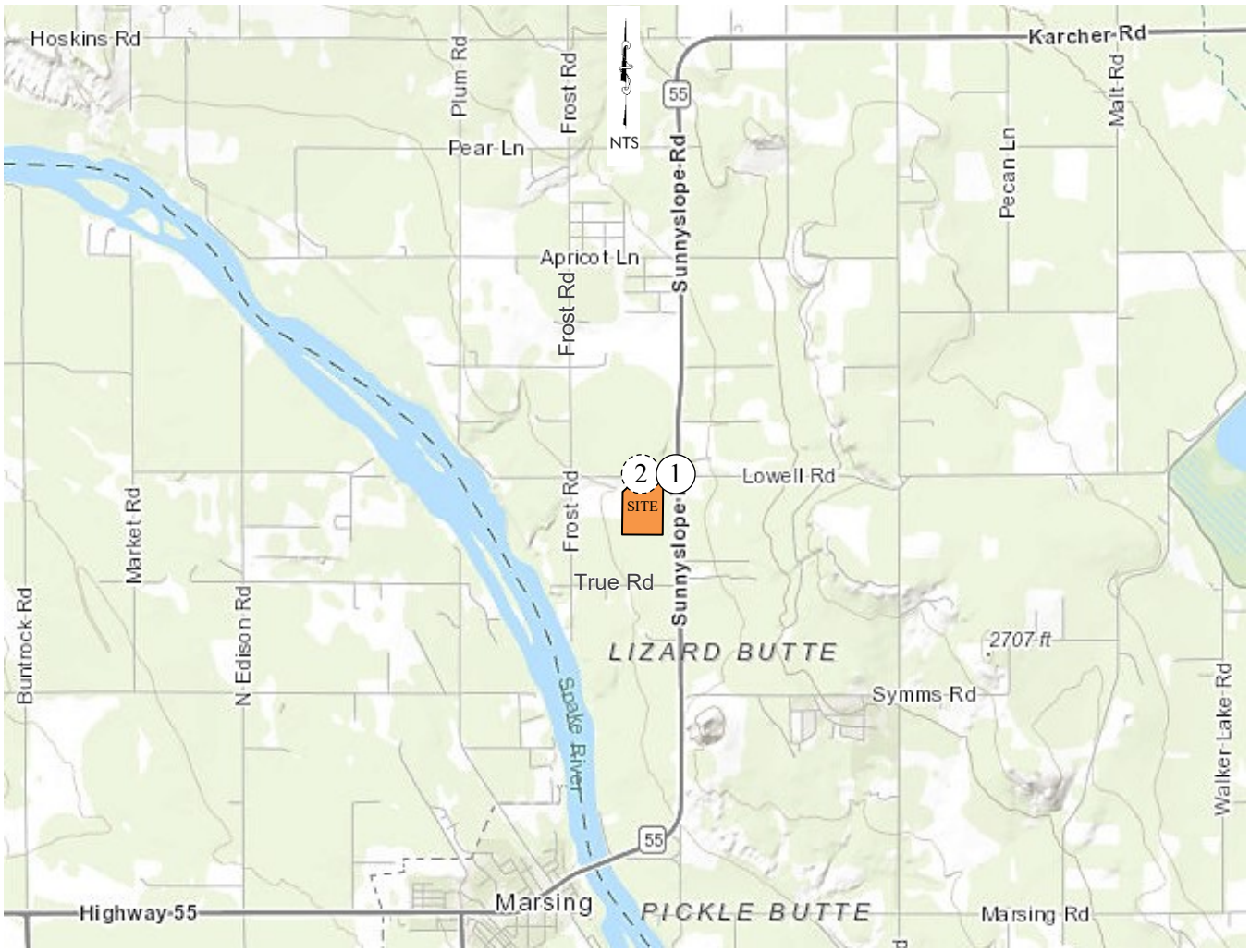
Table 5.1 – Intersection Operations – 2034 Horizon Year Background Traffic

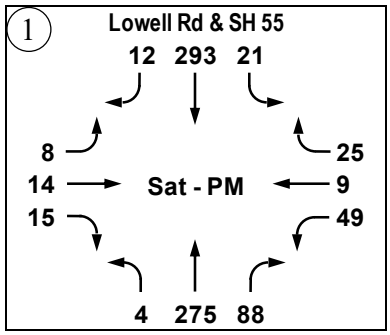
Intersection		Control / Lane	Intersection or Lane Group	Saturday Peak Hour		
				LOS	Delay [s/veh]	v/c Ratio
1	Lowell Rd and SH 55		NBL	A	8	< 0.01
			NBT	-	-	-
			NBTR	-	-	-
			EBLTR	B	14	0.09
			WBLTR	B	15	0.21
			SBL	A	8	0.02
			SBT	-	-	-
			SBTR	-	-	-

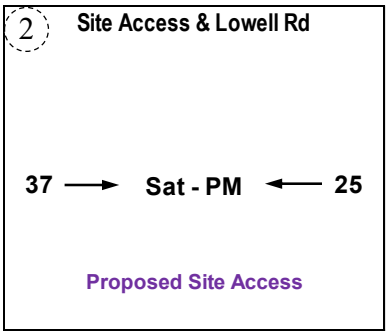
5.4 Intersection Mitigation

The Lowell Road and SH 55 study area intersection is anticipated to meet minimum operational thresholds under 2034 background traffic conditions. No turn lanes are anticipated to be warranted based on ITD right-turn lane guidelines. As a result, no additional improvements are needed to mitigate 2034 background traffic operations.

Figure 5.1 – 2034 Horizon Year Saturday PM Peak Hour Background Traffic







6.0 2034 HORIZON YEAR TOTAL TRAFFIC CONDITIONS

6.1 Site Traffic

Site traffic under 2034 horizon year conditions is expected to remain the same as discussed in Section 4.2 and summarized in Figure 4.2.

6.2 Total Traffic

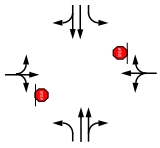
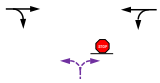
The site traffic is added to the 2034 background traffic as determined above to obtain the 2034 horizon year total traffic. **Figure 6.1** summarizes the estimated 2034 peak hour total traffic at the study area intersections.

The percentage of build-out site traffic relative to the 2034 horizon year total traffic entering the Lowell Road and SH 55 intersection is 5.2%.

6.3 Intersection Operations

To determine the 2034 horizon year total traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration. Copies of the calculations are included in the appendix. **Table 6.1** summarizes the intersection capacity analysis results. All study area intersections are anticipated to meet minimum operational thresholds under the 2034 horizon year total traffic conditions.

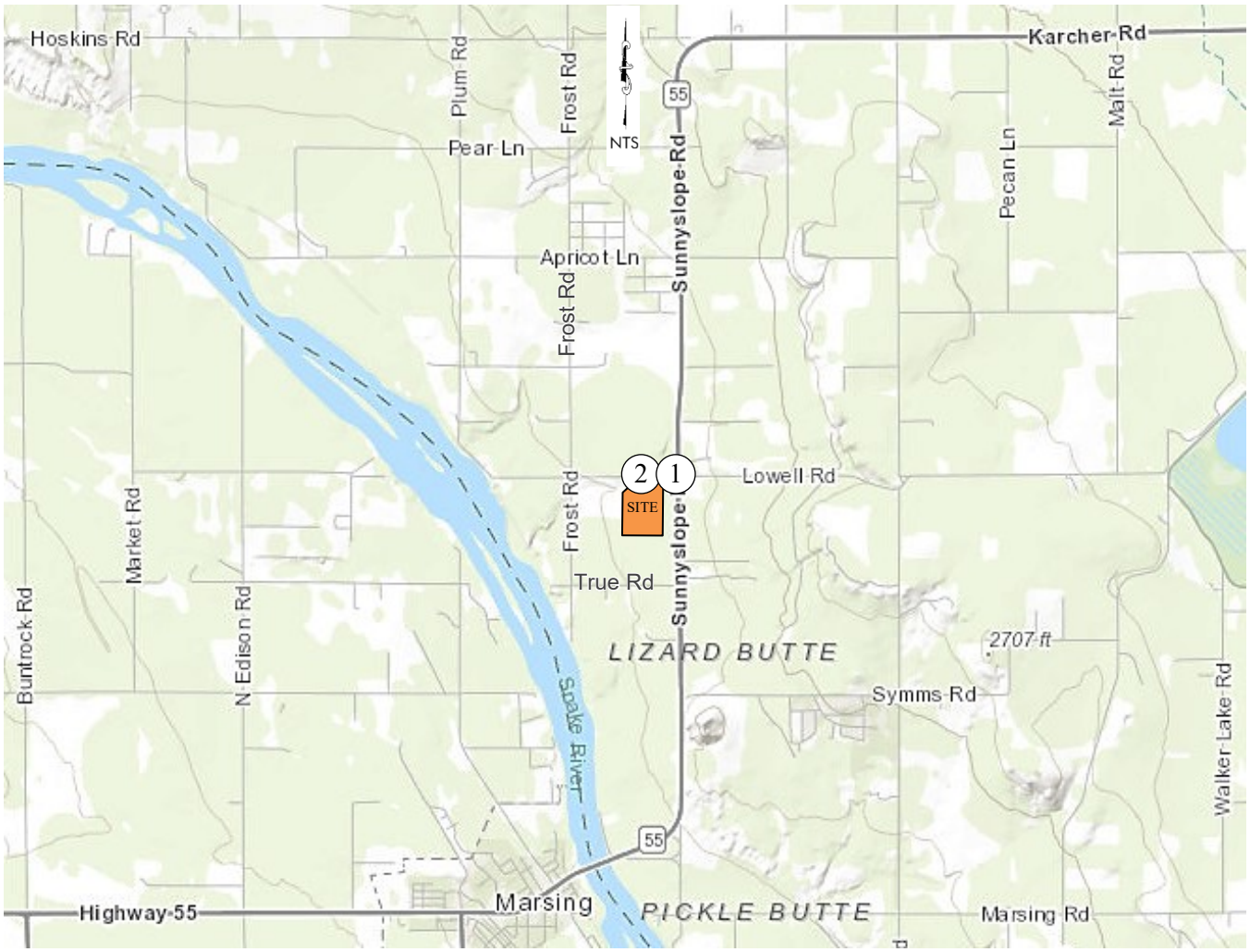
Table 6.1 – Intersection Operations – 2034 Horizon Year Total Traffic

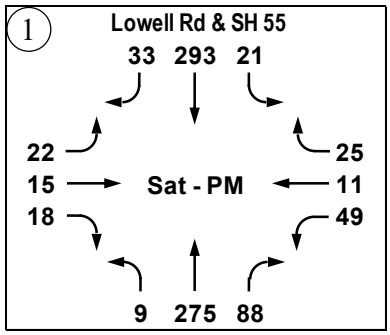
Intersection		Control / Lane Site Improvements	Intersection or Lane Group	Saturday Peak Hour		
				LOS	Delay [s/veh]	v/c Ratio
1	Lowell Rd and SH 55		NBL	A	8	0.01
			NBT	-	-	-
			NBTR	-	-	-
			EBLTR	B	15	0.14
			WBLTR	C	16	0.22
			SBL	A	8	0.02
			SBT	-	-	-
			SBTR	-	-	-
2	Site Access and Lowell Rd		NBLR	A	9	0.02
			EBTR	-	-	-
			WBLT	A	7	0.02

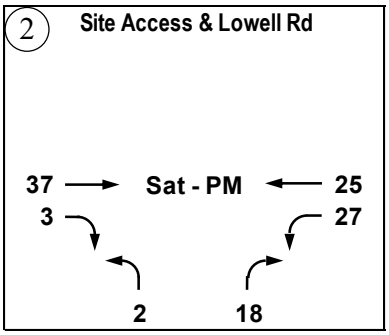
6.4 Intersection Mitigation

All study area intersections are expected to meet minimum operational thresholds under the 2034 horizon year total traffic conditions. Additionally, no turn lanes are anticipated to be warranted based on ITD and NCHRP Report 457 turn-lane guidelines. As a result, no intersection improvements are needed to mitigate the 2034 horizon year total traffic operations.

Figure 6.1 – 2034 Horizon Year Saturday PM Peak Hour Total Traffic







APPENDIX A: TRAFFIC COUNTS

SH 55 & Lowell Rd Intersection
Canyon County, Idaho
Saturday, April 4, 2026

	Southbound SH 55						Westbound Lowell Rd						Northbound SH 55						Eastbound Lowell Rd						
Time	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**VEHICLE TOTAL**
1:00 PM	0	6	66	1	0	*73*	0	12	1	8	0	*21*	0	1	55	4	0	*60*	0	7	3	4	0	*14*	**168**
1:15 PM	0	1	58	6	0	*65*	0	10	2	3	0	*15*	0	2	58	8	0	*68*	0	1	0	1	0	*2*	**150**
1:30 PM	0	3	66	5	0	*74*	0	12	3	5	0	*20*	0	0	50	10	0	*60*	0	1	2	1	0	*4*	**158**
1:45 PM	0	0	51	2	0	*53*	0	13	1	3	0	*17*	0	2	55	12	0	*69*	0	2	1	2	0	*5*	**144**
Hourly Total	0	10	241	14	0	*265*	0	47	7	19	0	*73*	0	5	218	34	0	*257*	0	11	6	8	0	*25*	**620**
2:00 PM	0	2	55	3	0	*60*	0	10	0	3	0	*13*	0	4	72	4	0	*80*	0	0	4	1	0	*5*	**158**
2:15 PM	0	1	50	5	0	*56*	0	10	2	3	0	*15*	0	0	68	8	0	*76*	0	1	2	1	0	*4*	**151**
2:30 PM	0	3	51	2	0	*56*	0	19	6	5	0	*30*	0	2	45	8	0	*55*	0	0	2	1	0	*3*	**144**
2:45 PM	0	2	71	3	0	*76*	0	9	1	7	0	*17*	0	0	62	10	0	*72*	0	4	4	2	0	*10*	**175**
Hourly Total	0	8	227	13	0	*248*	0	48	9	18	0	*75*	0	6	247	30	0	*283*	0	5	12	5	0	*22*	**628**
3:00 PM	0	9	59	5	0	*73*	0	14	4	3	0	*21*	0	0	52	38	0	*90*	0	0	4	1	0	*5*	**189**
3:15 PM	0	2	55	0	0	*57*	0	8	3	6	0	*17*	0	3	62	12	0	*77*	0	1	3	3	0	*7*	**158**
3:30 PM	0	5	65	2	0	*72*	0	11	0	5	0	*16*	0	0	59	15	0	*74*	0	2	1	7	0	*10*	**172**
3:45 PM	0	2	59	2	0	*63*	0	12	2	4	0	*18*	0	1	57	5	0	*63*	0	2	0	3	0	*5*	**149**
Hourly Total	0	18	238	9	0	*265*	0	45	9	18	0	*72*	0	4	230	70	0	*304*	0	5	8	14	0	*27*	**668**
4:00 PM	0	1	61	3	0	*65*	0	6	6	7	0	*19*	0	0	69	6	0	*75*	0	3	1	3	0	*7*	**166**
4:15 PM	0	3	56	4	0	*63*	0	11	4	3	0	*18*	0	1	59	7	1	*67*	0	3	2	2	0	*7*	**155**
4:30 PM	0	2	66	1	0	*69*	0	14	0	6	0	*20*	0	2	57	10	0	*69*	0	2	0	2	0	*4*	**162**
4:45 PM	0	5	52	3	0	*60*	0	14	4	6	0	*24*	0	1	61	12	0	*74*	0	2	1	4	0	*7*	**165**
Hourly Total	0	11	235	11	0	*257*	0	45	14	22	0	*81*	0	4	246	35	1	*285*	0	10	4	11	0	*25*	**648**

SH 55 & Lowell Rd Intersection
Canyon County, Idaho
Saturday, April 4, 2026
PM Peak Hour

Time	Southbound SH 55						Westbound Lowell Rd						Northbound SH 55						Eastbound Lowell Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
2:45 PM	0	2	71	3	0	*76*	0	9	1	7	0	*17*	0	0	62	10	0	*72*	0	4	4	2	0	*10*	**175**
3:00 PM	0	9	59	5	0	*73*	0	14	4	3	0	*21*	0	0	52	38	0	*90*	0	0	4	1	0	*5*	**189**
3:15 PM	0	2	55	0	0	*57*	0	8	3	6	0	*17*	0	3	62	12	0	*77*	0	1	3	3	0	*7*	**158**
3:30 PM	0	5	65	2	0	*72*	0	11	0	5	0	*16*	0	0	59	15	0	*74*	0	2	1	7	0	*10*	**172**
Peak Hour Total	0	18	250	10	0	*278*	0	42	8	21	0	*71*	0	3	235	75	0	*313*	0	7	12	13	0	*32*	**694**
PHF	0.000	0.500	0.880	0.500	0.000	*0.914*	0.000	0.750	0.500	0.750	0.000	*0.845*	0.000	0.250	0.948	0.493	0.000	*0.869*	0.000	0.438	0.750	0.464	0.000	*0.800*	**0.918**
Heavy Vehicle %	0.00%	0.00%	2.80%	0.00%	0.00%	**2.52%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	3.40%	2.67%	0.00%	**3.19%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	**2.4%**

Total Vehicles On Leg			541		
Vehicles Entering Intersection	278		Vehicles Exiting Intersection	263	
Southbound					
Cars	10	243	18	0	0
Heavy	0	7	0	0	0
Total	**10**	**250**	**18**	**0**	**0**

Total Vehicles on Leg 53	Vehicles Entering Intersection 32	**Eastbound**	Cars	Heavy	**Total**
			0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 21		7	0	**7**
			12	0	**12**
			13	0	**13**



Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 71	Total Vehicles on Leg 176
21	0	**21**			
8	0	**8**			
42	0	**42**			
0	0	**0**		Vehicles Exiting Intersection 105	
0	0	**0**			

Cars	0	0	3	227	73
Heavy	0	0	0	8	2
Total	**0**	**0**	**3**	**235**	**75**
Northbound					
Vehicles Entering Intersection	313		Vehicles Exiting Intersection	305	
Total Vehicles On Leg			618		

GR ENGINEERING, INC.

Location **On SH 55 between Apricot Lane and Lowell Road**
Canyon County, Idaho

First Period: 00:00 April 4, 2026
Last Period: 23:45 April 5, 2026

Day	Time	Direction		Total
		SB	**NB**	
April 4, 2026	00:00	5	8	13
	00:15	8	9	17
	00:30	4	10	14
	00:45	5	0	5
	01:00	6	6	12
	01:15	3	12	15
	01:30	4	3	7
	01:45	4	8	12
	02:00	3	5	8
	02:15	0	7	7
	02:30	3	5	8
	02:45	5	4	9
	03:00	0	4	4
	03:15	7	1	8
	03:30	3	3	6
	03:45	1	7	8
	04:00	3	5	8
	04:15	4	3	7
	04:30	5	5	10
	04:45	2	5	7
	05:00	4	9	13
	05:15	6	8	14
	05:30	15	7	22
	05:45	6	14	20
	06:00	6	20	26
	06:15	13	12	25
	06:30	13	21	34
	06:45	19	17	36
	07:00	24	20	44
	07:15	27	22	49
	07:30	31	24	55
	07:45	30	39	69
	08:00	40	42	82
	08:15	37	49	86
	08:30	41	47	88
	08:45	35	42	77
	09:00	51	45	96
	09:15	37	55	92
	09:30	64	57	121
	09:45	70	43	113
	10:00	47	50	97
	10:15	51	53	104
	10:30	59	70	129
	10:45	56	73	129
	11:00	58	69	127
	11:15	76	50	126
	11:30	53	53	106
	11:45	79	46	125
AM Period Total		**1123**	**1167**	**2290**

GR ENGINEERING, INC.

Location **On SH 55 between Apricot Lane and Lowell Road**
Canyon County, Idaho

Day	Time	Direction		Total
		SB	**NB**	
April 4, 2026	12:00	52	71	123
	12:15	54	60	114
	12:30	73	57	130
	12:45	66	56	122
	13:00	71	66	137
	13:15	60	59	119
	13:30	73	50	123
	13:45	53	60	113
	14:00	62	69	131
	14:15	56	70	126
	14:30	52	50	102
	14:45	75	71	146
	15:00	75	56	131
	15:15	68	67	135
	15:30	77	65	142
	15:45	73	60	133
	16:00	87	77	164
	16:15	81	62	143
	16:30	78	62	140
	16:45	71	63	134
	17:00	76	67	143
	17:15	57	66	123
	17:30	49	55	104
	17:45	55	47	102
	18:00	43	59	102
	18:15	58	64	122
	18:30	41	58	99
	18:45	47	45	92
	19:00	43	55	98
	19:15	35	48	83
	19:30	44	21	65
	19:45	44	34	78
	20:00	42	38	80
	20:15	36	34	70
	20:30	33	38	71
	20:45	7	19	26
	21:00	30	32	62
	21:15	19	36	55
	21:30	24	22	46
	21:45	15	23	38
	22:00	15	28	43
	22:15	22	15	37
	22:30	19	22	41
	22:45	7	13	20
	23:00	18	16	34
	23:15	11	14	25
	23:30	9	18	27
	23:45	11	7	18
PM Period Total		**2267**	**2245**	**4512**
Daily Total		**3390**	**3412**	**6802**

Location **On SH 55 between Apricot Lane and Lowell Road**
Canyon County, Idaho

Day	Time	Direction		Total
		SB	**NB**	
April 5, 2026	00:00	15	7	22
	00:15	10	11	21
	00:30	4	8	12
	00:45	4	10	14
	01:00	3	6	9
	01:15	6	7	13
	01:30	5	5	10
	01:45	7	3	10
	02:00	1	2	3
	02:15	3	6	9
	02:30	2	2	4
	02:45	3	1	4
	03:00	2	3	5
	03:15	4	3	7
	03:30	3	7	10
	03:45	3	3	6
	04:00	6	3	9
	04:15	3	2	5
	04:30	1	3	4
	04:45	10	4	14
	05:00	3	3	6
	05:15	7	6	13
	05:30	8	10	18
	05:45	21	6	27
	06:00	32	5	37
	06:15	60	11	71
	06:30	97	8	105
	06:45	77	7	84
	07:00	44	23	67
	07:15	24	18	42
	07:30	16	18	34
	07:45	25	17	42
	08:00	21	67	88
	08:15	23	102	125
	08:30	24	110	134
	08:45	31	120	151
	09:00	27	50	77
	09:15	37	41	78
	09:30	31	49	80
	09:45	45	43	88
	10:00	70	39	109
	10:15	95	40	135
	10:30	79	48	127
	10:45	61	26	87
	11:00	42	46	88
	11:15	65	50	115
	11:30	58	51	109
	11:45	77	47	124
	AM Period Total	**1295**	**1157**	**2452**

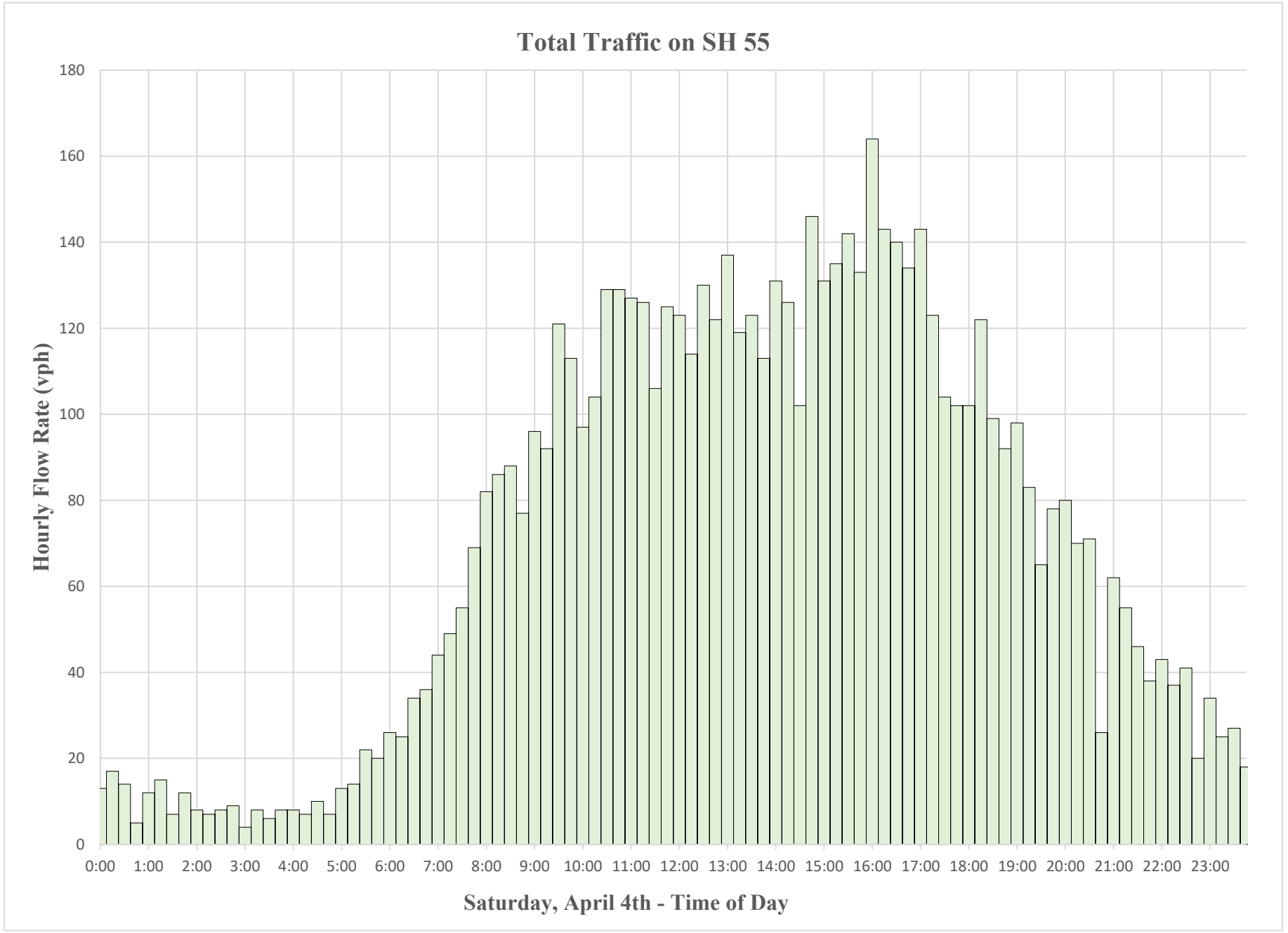
GR ENGINEERING, INC.

Location **On SH 55 between Apricot Lane and Lowell Road**
Canyon County, Idaho

Day	Time	Direction		Total
		SB	**NB**	
April 5, 2026	12:00	65	43	108
	12:15	74	56	130
	12:30	72	41	113
	12:45	64	85	149
	13:00	69	109	178
	13:15	57	82	139
	13:30	65	58	123
	13:45	50	50	100
	14:00	61	43	104
	14:15	57	52	109
	14:30	49	52	101
	14:45	52	68	120
	15:00	57	50	107
	15:15	66	60	126
	15:30	48	62	110
	15:45	66	67	133
	16:00	74	58	132
	16:15	72	65	137
	16:30	82	69	151
	16:45	66	45	111
	17:00	43	52	95
	17:15	59	60	119
	17:30	57	57	114
	17:45	64	57	121
	18:00	44	67	111
	18:15	30	49	79
	18:30	48	46	94
	18:45	37	47	84
	19:00	35	48	83
	19:15	40	46	86
	19:30	48	58	106
	19:45	32	42	74
	20:00	32	65	97
	20:15	30	44	74
	20:30	13	28	41
	20:45	13	23	36
	21:00	15	43	58
	21:15	20	22	42
	21:30	11	28	39
	21:45	13	29	42
	22:00	12	17	29
	22:15	9	20	29
	22:30	12	15	27
	22:45	5	10	15
	23:00	7	6	13
	23:15	1	10	11
	23:30	8	2	10
	23:45	4	7	11
	PM Period Total	**2008**	**2213**	**4221**
	Daily Total	**3303**	**3370**	**6673**

Total Vehicles: **13,475**

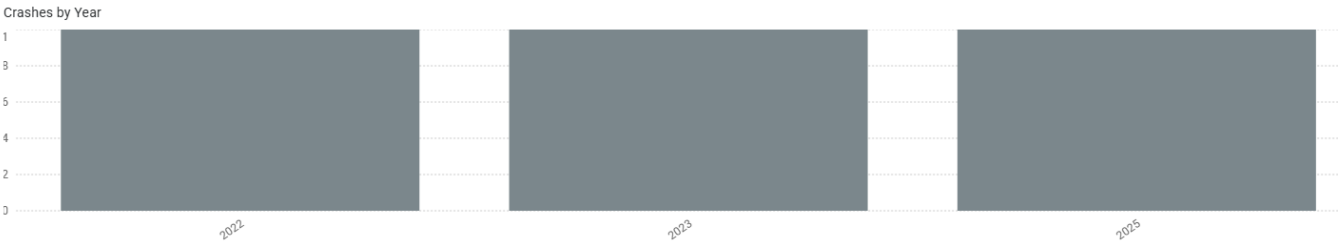
Average Weekday Volume (vpd) **6,738**


Total Traffic on SH 55
Hourly Flow Rate (vph)
180
160
140
120
100
80
60
40
20
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Saturday, April 4th - Time of Day

APPENDIX B: CRASH DATA

Sunnyslope Rd (SH 55) and Lowell Road Intersection 2021-2025 Crash Data





Crashes by Crash Type



Contributing Circumstances (All)	Total Crashes	
Failed to Yield	1	
Inattention	1	
None	3	

APPENDIX C: 2026 EXISTING TRAFFIC SYNCHRO REPORTS

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	12	13	42	8	21	3	235	75	18	250	10
Future Vol, veh/h	7	12	13	42	8	21	3	235	75	18	250	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	3	2	3	2
Mvmt Flow	8	13	14	46	9	23	3	255	82	20	272	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	455	660	141	484	624	168	283	0	0	337	0	0
Stage 1	316	316	-	303	303	-	-	-	-	-	-	-
Stage 2	139	343	-	182	322	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	489	382	881	466	400	846	1277	-	-	1219	-	-
Stage 1	669	653	-	682	662	-	-	-	-	-	-	-
Stage 2	850	636	-	803	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	456	375	881	434	393	846	1277	-	-	1219	-	-
Mov Cap-2 Maneuver	456	375	-	434	393	-	-	-	-	-	-	-
Stage 1	659	643	-	680	661	-	-	-	-	-	-	-
Stage 2	814	634	-	761	639	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.9	13.5	0.08	0.52
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1277	-	-	515	500	1219	-	-
HCM Lane V/C Ratio	0.003	-	-	0.068	0.154	0.016	-	-
HCM Control Delay (s/veh)	7.8	-	-	12.5	13.5	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0	-	-

APPENDIX D: 2027 BACKGROUND TRAFFIC SYNCHRO REPORTS

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	12	13	43	8	21	3	240	77	18	255	10
Future Vol, veh/h	7	12	13	43	8	21	3	240	77	18	255	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	3	2	3	2
Mvmt Flow	8	13	14	47	9	23	3	261	84	20	277	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	463	673	144	493	636	172	288	0	0	345	0	0
Stage 1	322	322	-	309	309	-	-	-	-	-	-	-
Stage 2	141	351	-	184	327	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	482	375	877	459	394	841	1271	-	-	1211	-	-
Stage 1	664	650	-	676	658	-	-	-	-	-	-	-
Stage 2	847	631	-	800	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	450	368	877	427	386	841	1271	-	-	1211	-	-
Mov Cap-2 Maneuver	450	368	-	427	386	-	-	-	-	-	-	-
Stage 1	654	639	-	674	656	-	-	-	-	-	-	-
Stage 2	811	629	-	758	636	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.6	13.69	0.07	0.51
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1271	-	-	508	492	1211	-	-
HCM Lane V/C Ratio	0.003	-	-	0.068	0.159	0.016	-	-
HCM Control Delay (s/veh)	7.8	-	-	12.6	13.7	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0	-	-

APPENDIX E: TRIP GENERATION DATA

NORWEGIAN BAZAAR

Canyon County, Idaho

AVERAGE SATURDAY SITE TRAFFIC ESTIMATE

VENDOR TRAFFIC

Time	In	Out	Total
00:00	0	0	0
01:00	0	0	0
02:00	0	0	0
03:00	0	0	0
04:00	0	0	0
05:00	0	0	0
06:00	0	0	0
07:00	40	0	40
08:00	50	0	50
09:00	50	0	50
10:00	50	0	50
11:00	35	0	35
12:00	0	0	0
13:00	0	0	0
14:00	0	0	0
15:00	0	0	0
16:00	0	0	0
17:00	0	0	0
18:00	0	25	25
19:00	0	50	50
20:00	0	50	50
21:00	0	50	50
22:00	0	50	50
23:00	0	0	0
	225	225	450

CUSTOMER TRAFFIC

Time	In	Out	Total
00:00	0	0	0
01:00	0	0	0
02:00	0	0	0
03:00	0	0	0
04:00	0	0	0
05:00	0	0	0
06:00	0	0	0
07:00	0	0	0
08:00	0	0	0
09:00	0	0	0
10:00	0	0	0
11:00	10	0	10
12:00	20	5	25
13:00	15	10	25
14:00	30	20	50
15:00	30	20	50
16:00	20	20	40
17:00	15	40	55
18:00	10	20	30
19:00	10	25	35
20:00	0	0	0
21:00	0	0	0
22:00	0	0	0
23:00	0	0	0
	160	160	320

VENDORS + CUSTOMER TRAFFIC

	In	Out	Total
00:00	0	0	0
01:00	0	0	0
02:00	0	0	0
03:00	0	0	0
04:00	0	0	0
05:00	0	0	0
06:00	0	0	0
07:00	40	0	40
08:00	50	0	50
09:00	50	0	50
10:00	50	0	50
11:00	45	0	45
12:00	20	5	25
13:00	15	10	25
14:00	30	20	50
15:00	30	20	50
16:00	20	20	40
17:00	15	40	55
18:00	10	45	55
19:00	10	75	85
20:00	0	50	50
21:00	0	50	50
22:00	0	50	50
23:00	0	0	0
	385	385	770

APPENDIX F: 2027 TOTAL TRAFFIC SYNCHRO REPORTS

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	13	16	43	10	21	8	240	77	18	255	31
Future Vol, veh/h	21	13	16	43	10	21	8	240	77	18	255	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	3	2	3	2
Mvmt Flow	23	14	17	47	11	23	9	261	84	20	277	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	486	695	155	505	670	172	311	0	0	345	0	0
Stage 1	333	333	-	320	320	-	-	-	-	-	-	-
Stage 2	153	362	-	185	350	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	464	364	863	450	377	841	1246	-	-	1211	-	-
Stage 1	654	642	-	666	651	-	-	-	-	-	-	-
Stage 2	834	624	-	799	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	428	356	863	414	368	841	1246	-	-	1211	-	-
Mov Cap-2 Maneuver	428	356	-	414	368	-	-	-	-	-	-	-
Stage 1	644	632	-	661	646	-	-	-	-	-	-	-
Stage 2	792	619	-	753	621	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.45	14.13	0.19	0.47
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1246	-	-	480	474	1211	-	-
HCM Lane V/C Ratio	0.007	-	-	0.113	0.17	0.016	-	-
HCM Control Delay (s/veh)	7.9	-	-	13.5	14.1	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	32	3	27	21	2	18
Future Vol, veh/h	32	3	27	21	2	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	3	30	23	2	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	39	0	121	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1571	-	875	1035
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1571	-	858	1035
Mov Cap-2 Maneuver	-	-	-	-	858	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.13	8.63
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1014	-	-	1013	-
HCM Lane V/C Ratio	0.022	-	-	0.019	-
HCM Control Delay (s/veh)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

APPENDIX G: 2034 BACKGROUND TRAFFIC SYNCHRO REPORTS

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	14	15	49	9	25	4	275	88	21	293	12
Future Vol, veh/h	8	14	15	49	9	25	4	275	88	21	293	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	3	2	3	2
Mvmt Flow	9	15	16	53	10	27	4	299	96	23	318	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	534	774	166	568	733	197	332	0	0	395	0	0
Stage 1	371	371	-	355	355	-	-	-	-	-	-	-
Stage 2	163	403	-	212	377	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	429	328	849	406	346	811	1225	-	-	1161	-	-
Stage 1	622	618	-	635	628	-	-	-	-	-	-	-
Stage 2	823	598	-	770	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	394	320	849	371	338	811	1225	-	-	1161	-	-
Mov Cap-2 Maneuver	394	320	-	371	338	-	-	-	-	-	-	-
Stage 1	610	606	-	633	626	-	-	-	-	-	-	-
Stage 2	780	596	-	722	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	15.35	0.09	0.53
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1225	-	-	453	438	1161	-	-
HCM Lane V/C Ratio	0.004	-	-	0.089	0.206	0.02	-	-
HCM Control Delay (s/veh)	8	-	-	13.7	15.3	8.2	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.8	0.1	-	-

APPENDIX H: 2034 TOTAL TRAFFIC SYNCHRO REPORTS

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	15	18	49	11	25	9	275	88	21	293	33
Future Vol, veh/h	22	15	18	49	11	25	9	275	88	21	293	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	3	2	3	2
Mvmt Flow	24	16	20	53	12	27	10	299	96	23	318	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	557	796	177	579	766	197	354	0	0	395	0	0
Stage 1	382	382	-	366	366	-	-	-	-	-	-	-
Stage 2	175	414	-	213	400	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	413	318	835	398	331	811	1201	-	-	1161	-	-
Stage 1	612	611	-	625	621	-	-	-	-	-	-	-
Stage 2	810	591	-	769	600	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	374	309	835	359	322	811	1201	-	-	1161	-	-
Mov Cap-2 Maneuver	374	309	-	359	322	-	-	-	-	-	-	-
Stage 1	600	599	-	620	616	-	-	-	-	-	-	-
Stage 2	761	587	-	717	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.8	15.92	0.19	0.49
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1201	-	-	427	422	1161	-	-
HCM Lane V/C Ratio	0.008	-	-	0.14	0.219	0.02	-	-
HCM Control Delay (s/veh)	8	-	-	14.8	15.9	8.2	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	3	27	25	2	18
Future Vol, veh/h	37	3	27	25	2	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	3	30	28	2	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	131	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1564	-	864	1028
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1564	-	847	1028
Mov Cap-2 Maneuver	-	-	-	-	847	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.81	8.66
HCM LOS			A

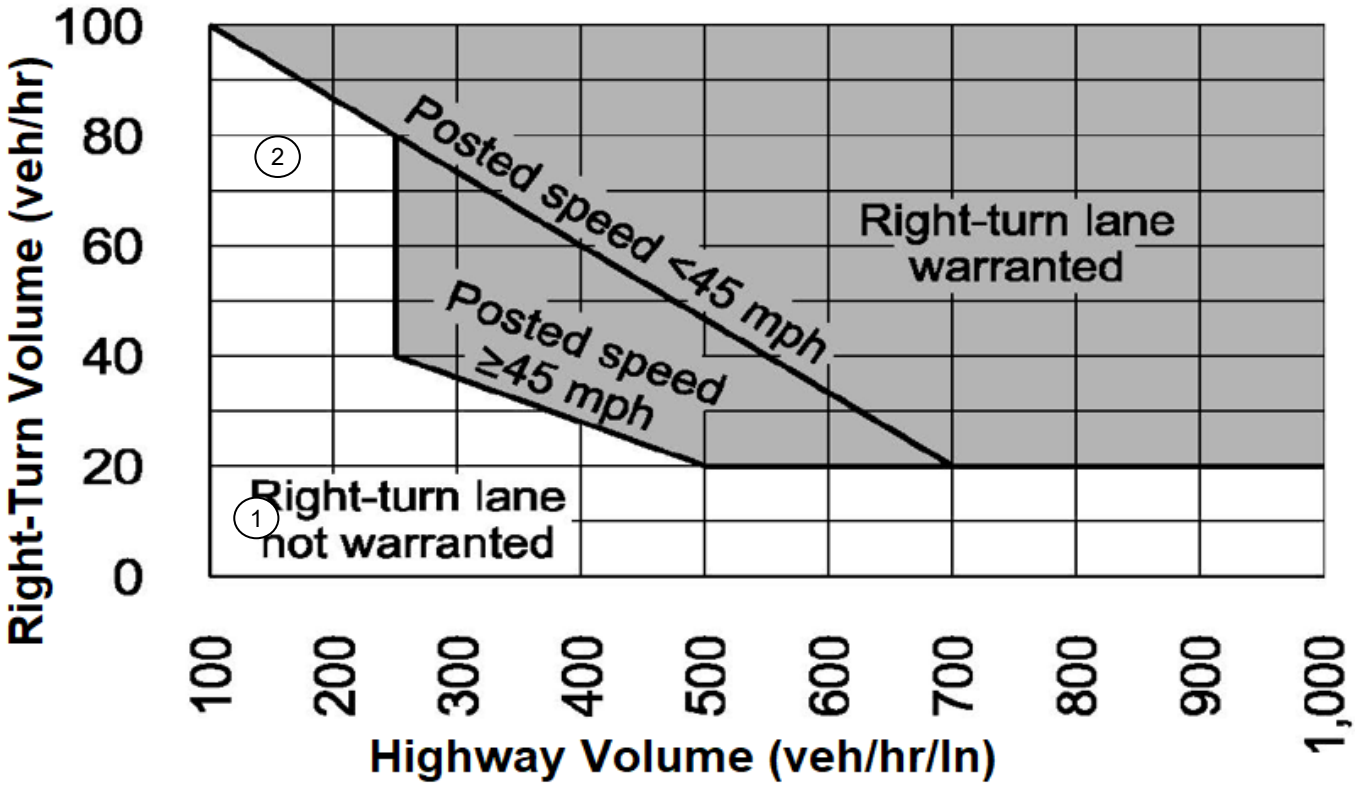
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1006	-	-	935	-
HCM Lane V/C Ratio	0.022	-	-	0.019	-
HCM Control Delay (s/veh)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

APPENDIX I: TURN LANE WARRANT WORKSHEETS

Norwegian Bazaar
Canyon County, Idaho

ITD Right-Turn Lane Analysis
2026 Existing Traffic

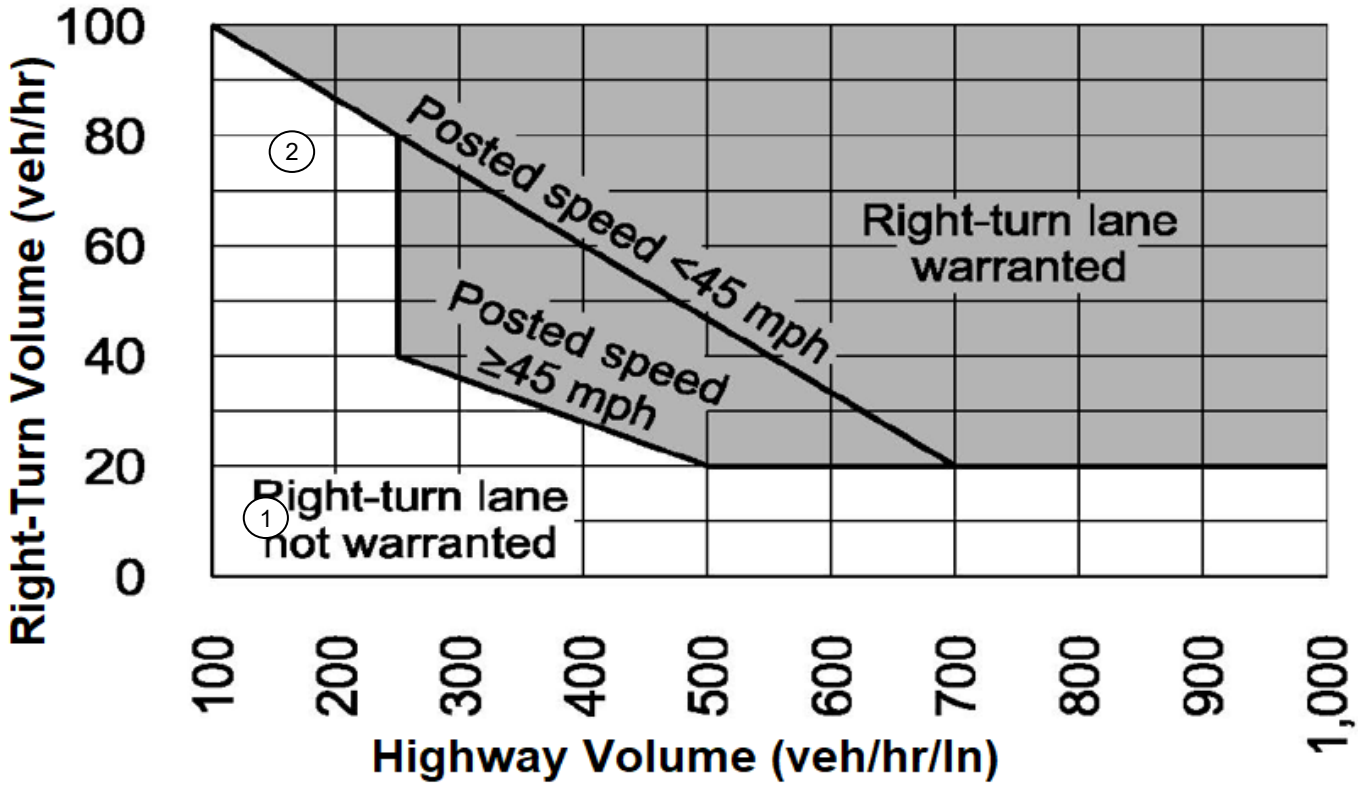
Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
(1) Lowell Road & SH 55	SB	55	Sat-PM	10	139	No
(2) Lowell Road & SH 55	NB	55	Sat-PM	75	157	No



Norwegian Bazaar
Canyon County, Idaho

ITD Right-Turn Lane Analysis
2027 Background Traffic

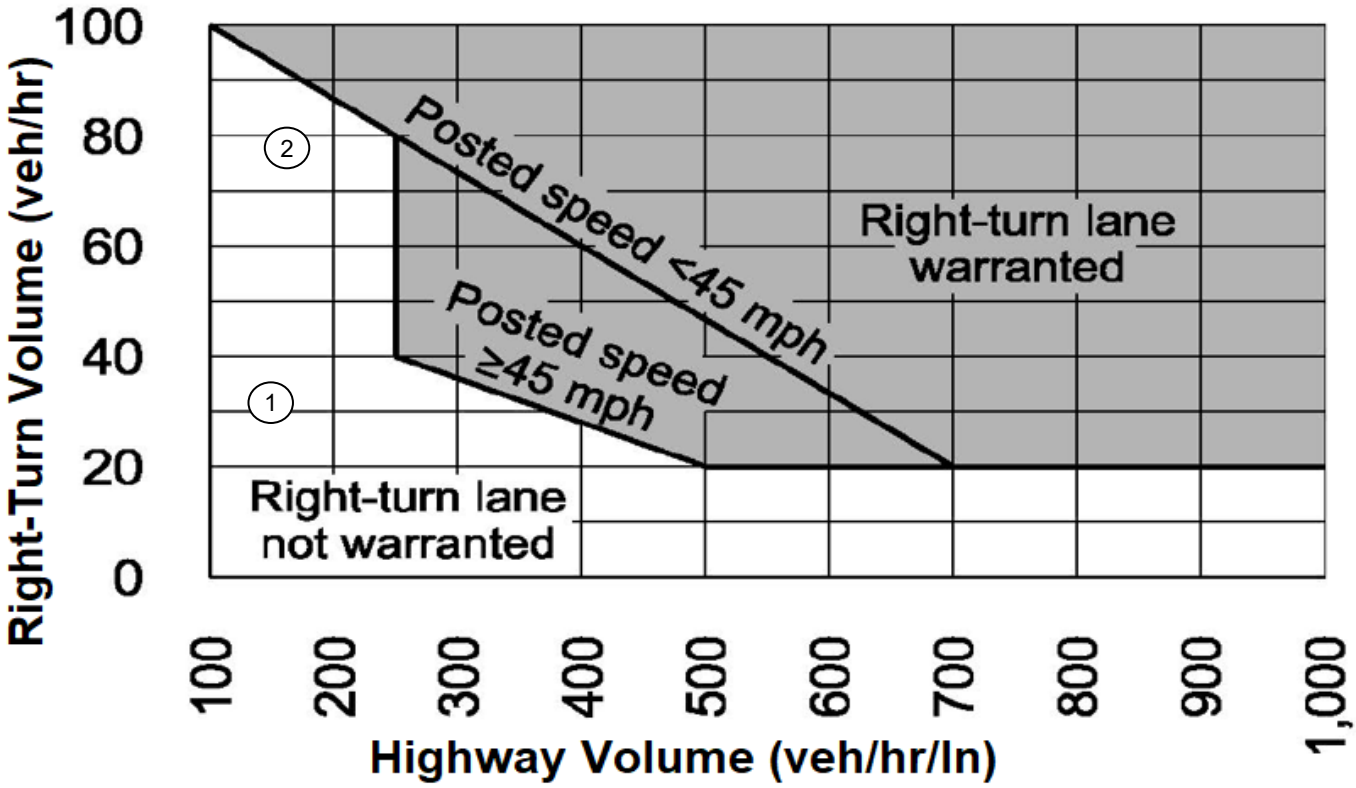
Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
(1) Lowell Road & SH 55	SB	55	Sat-PM	10	142	No
(2) Lowell Road & SH 55	NB	55	Sat-PM	77	160	No



Norwegian Bazaar
Canyon County, Idaho

ITD Right-Turn Lane Analysis
2027 Total Traffic

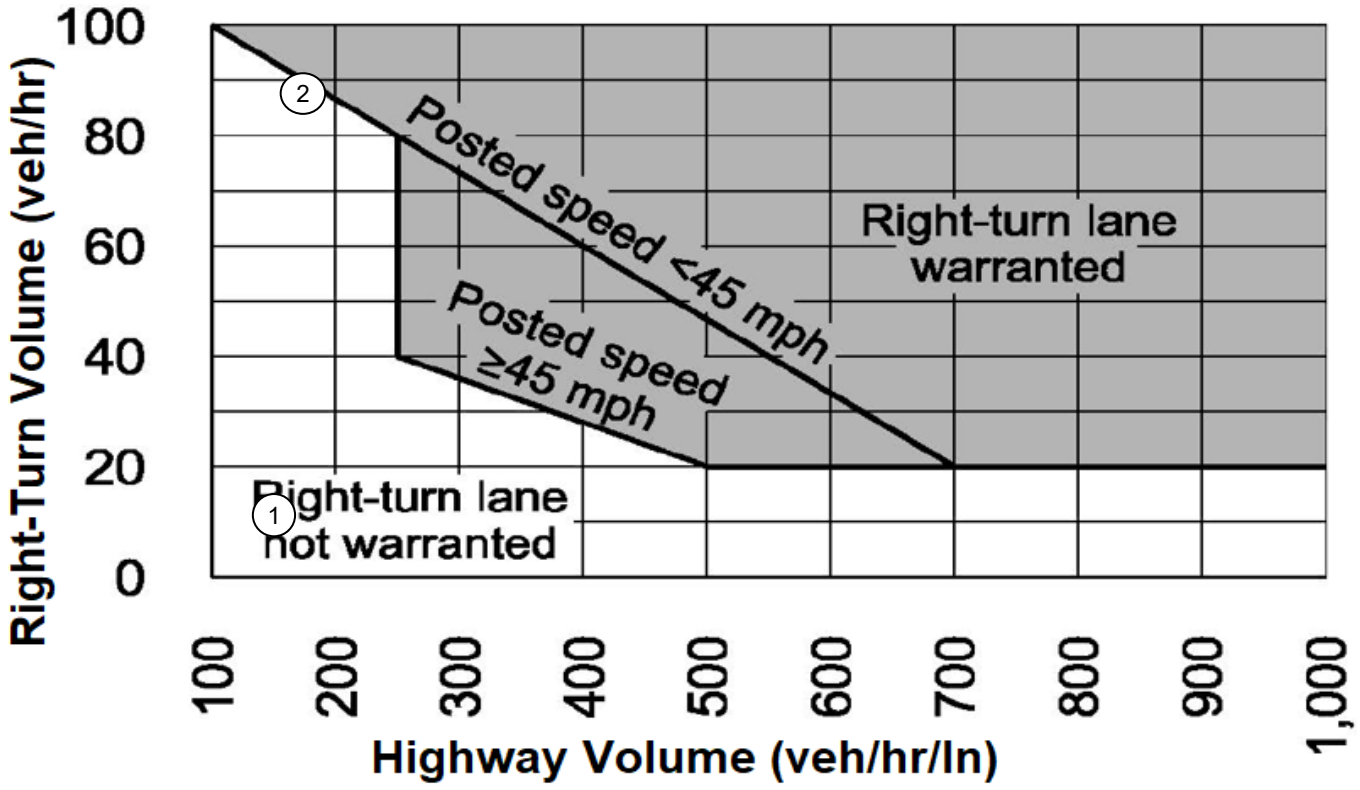
Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
(1) Lowell Road & SH 55	SB	55	Sat-PM	31	152	No
(2) Lowell Road & SH 55	NB	55	Sat-PM	77	162	No



Norwegian Bazaar
Canyon County, Idaho

ITD Right-Turn Lane Analysis
2034 Background Traffic

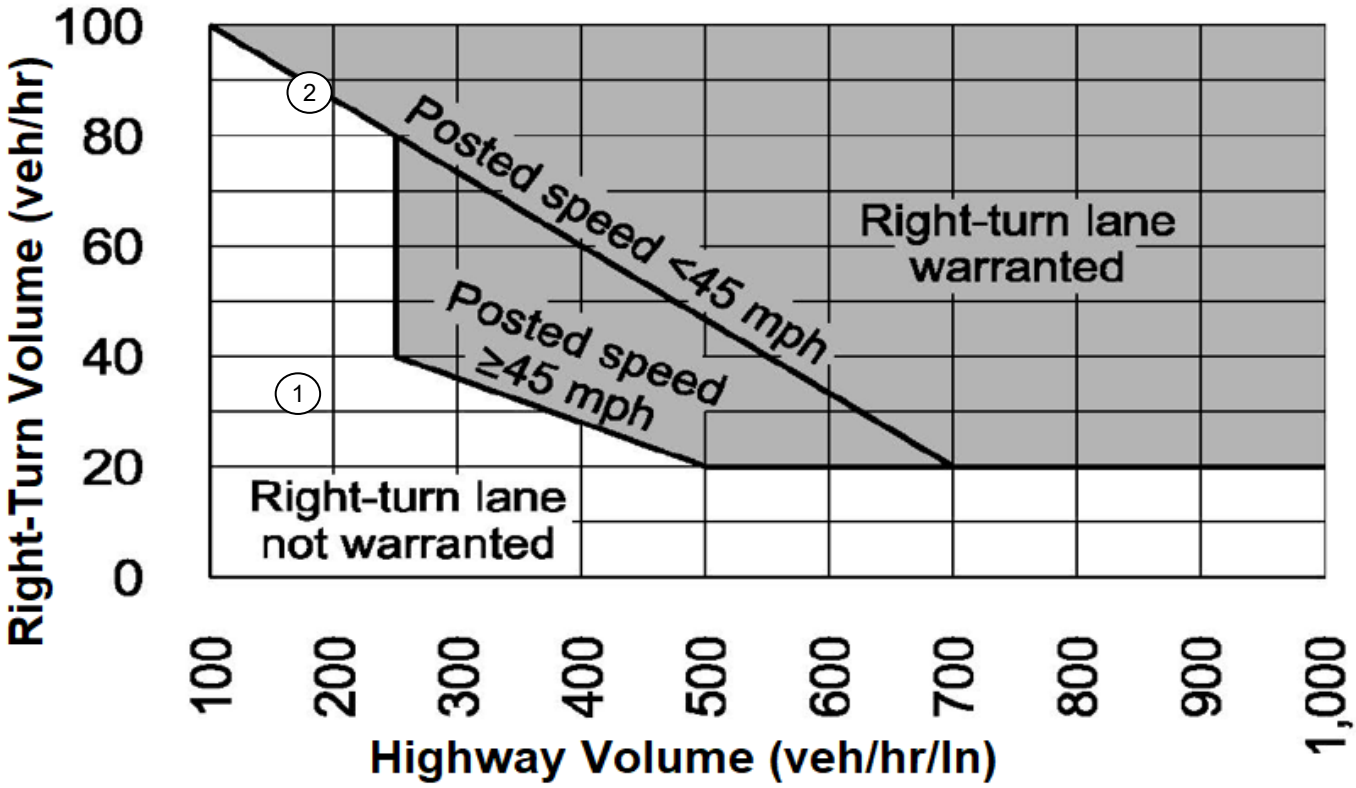
Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
(1) Lowell Road & SH 55	SB	55	Sat-PM	12	163	No
(2) Lowell Road & SH 55	NB	55	Sat-PM	88	184	No



Norwegian Bazaar
Canyon County, Idaho

ITD Right-Turn Lane Analysis
2034 Total Traffic

Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
(1) Lowell Road & SH 55	SB	55	Sat-PM	33	174	No
(2) Lowell Road & SH 55	NB	55	Sat-PM	88	186	No

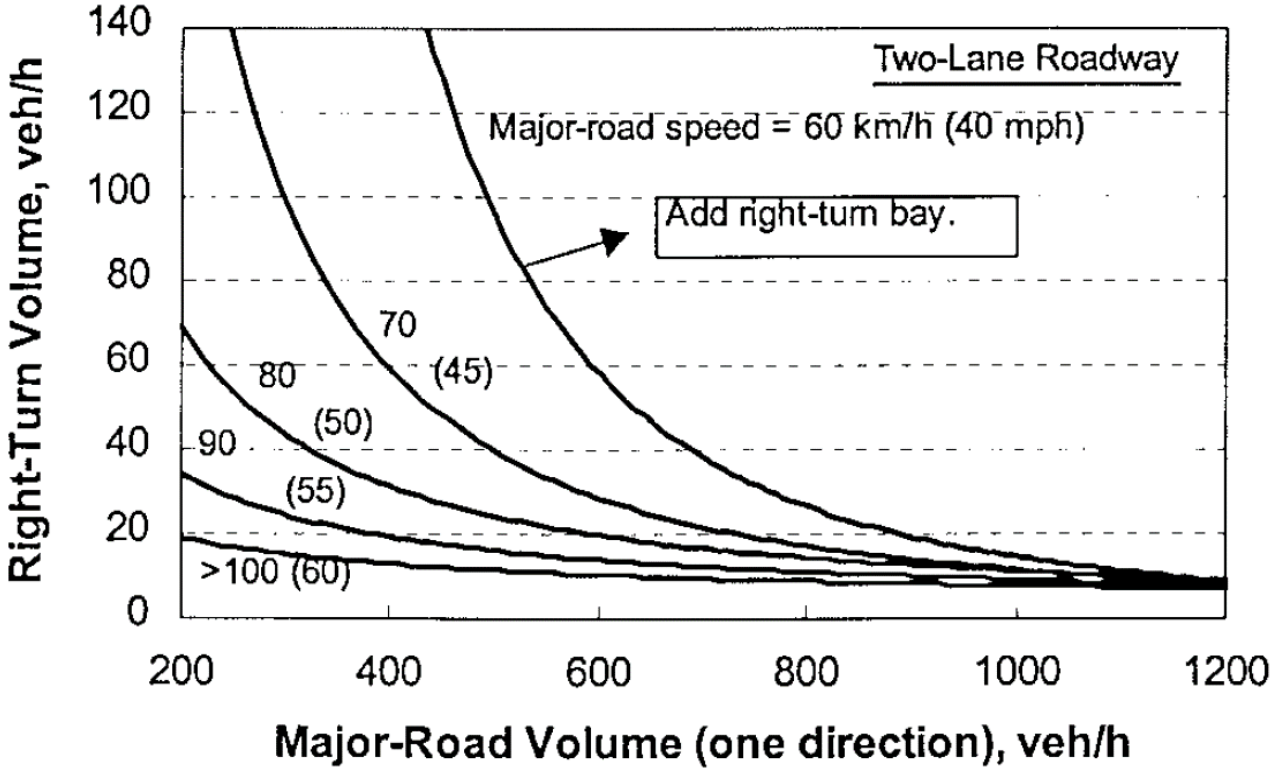


Norwegian Bazaar
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2027 Total Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(1) Site Access & LowellRoad	EB	35	Sat-PM	3	35	No*

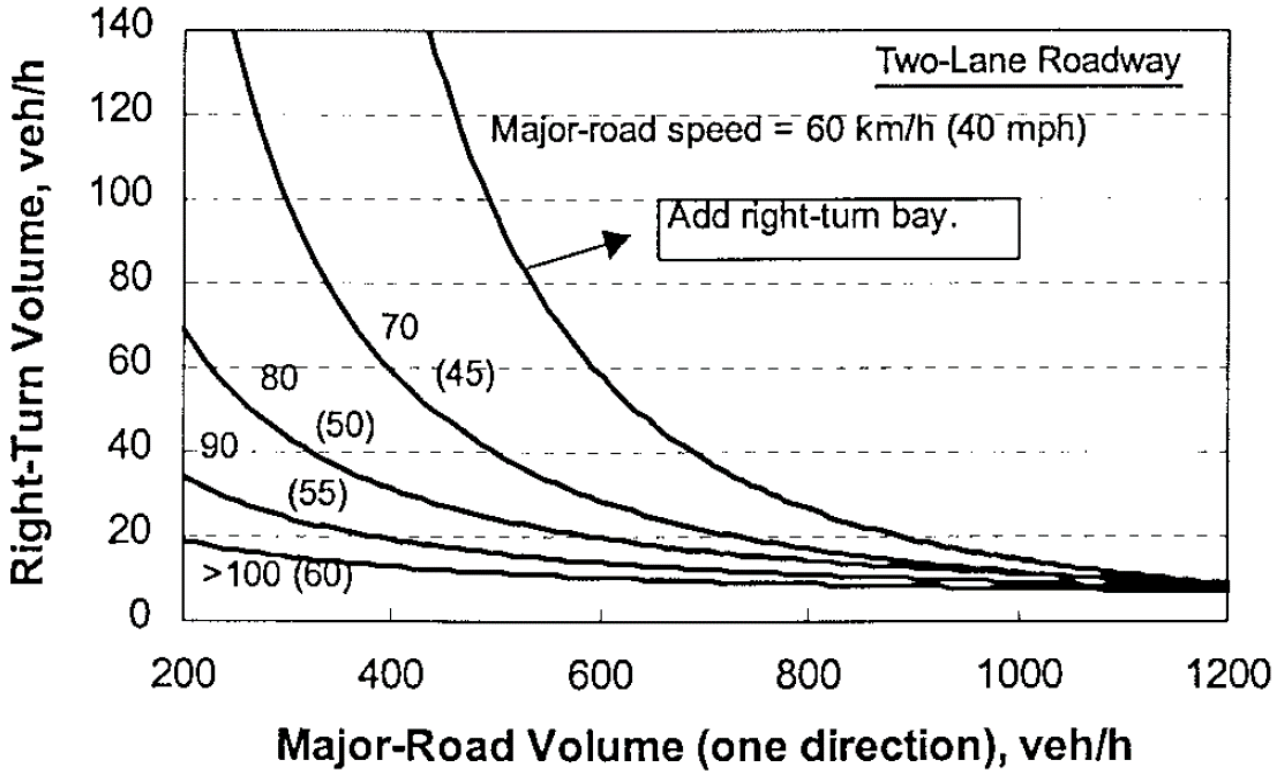
*Major approach volume < 200 vph or right-turn volume < 10 vph = Not Warranted



Norwegian Bazaar
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2034 Total Traffic

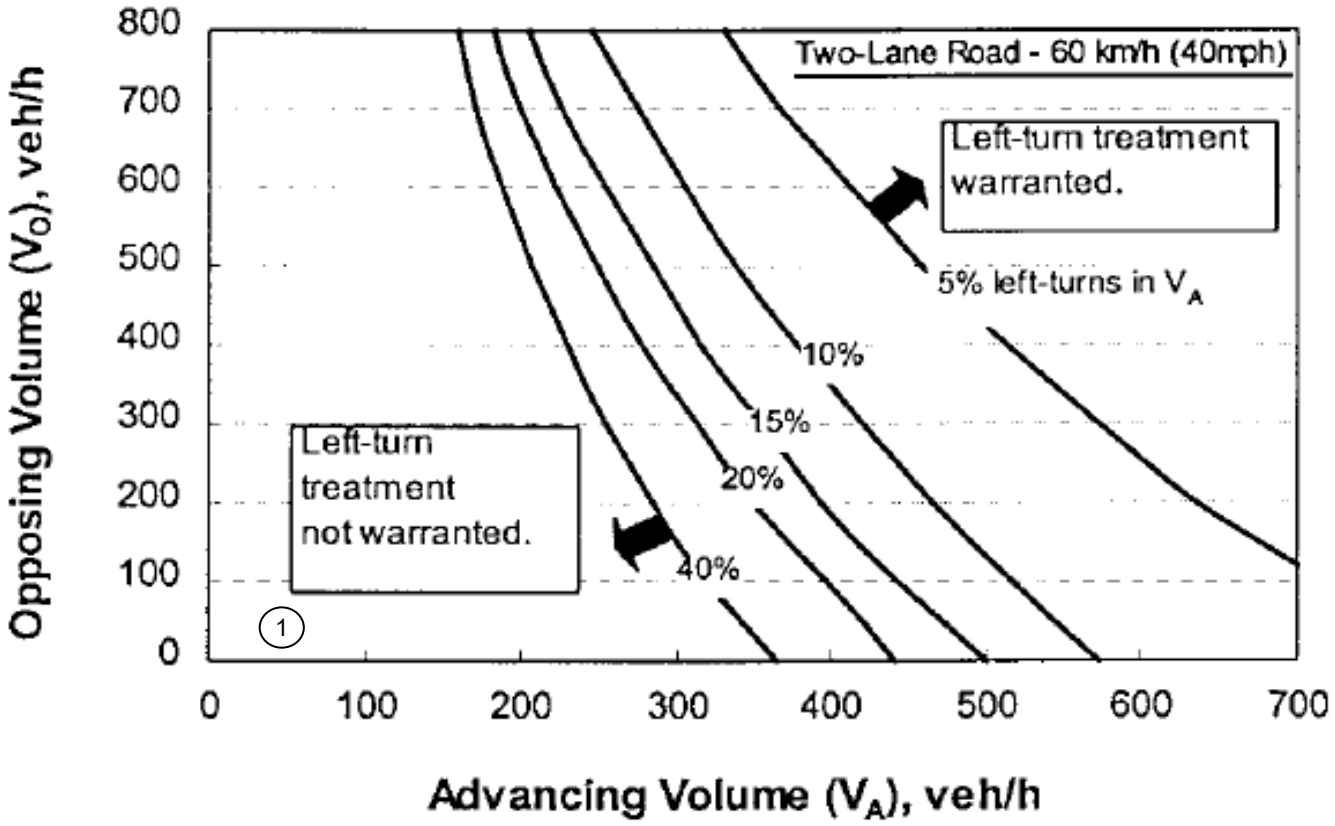
Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(1) Site Access & LowellRoad	EB	35	Sat-PM	3	40	No*



Norwegian Bazaar
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 40 mph or less Roadways
2027 Total Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
(1) West Access & Lowell Road	WB	35	Sat-PM	48	35	56.3%	No



Norwegian Bazaar
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 40 mph or less Roadways
2034 Total Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
(1) West Access & Lowell Road	WB	35	Sat-PM	52	40	51.9%	No

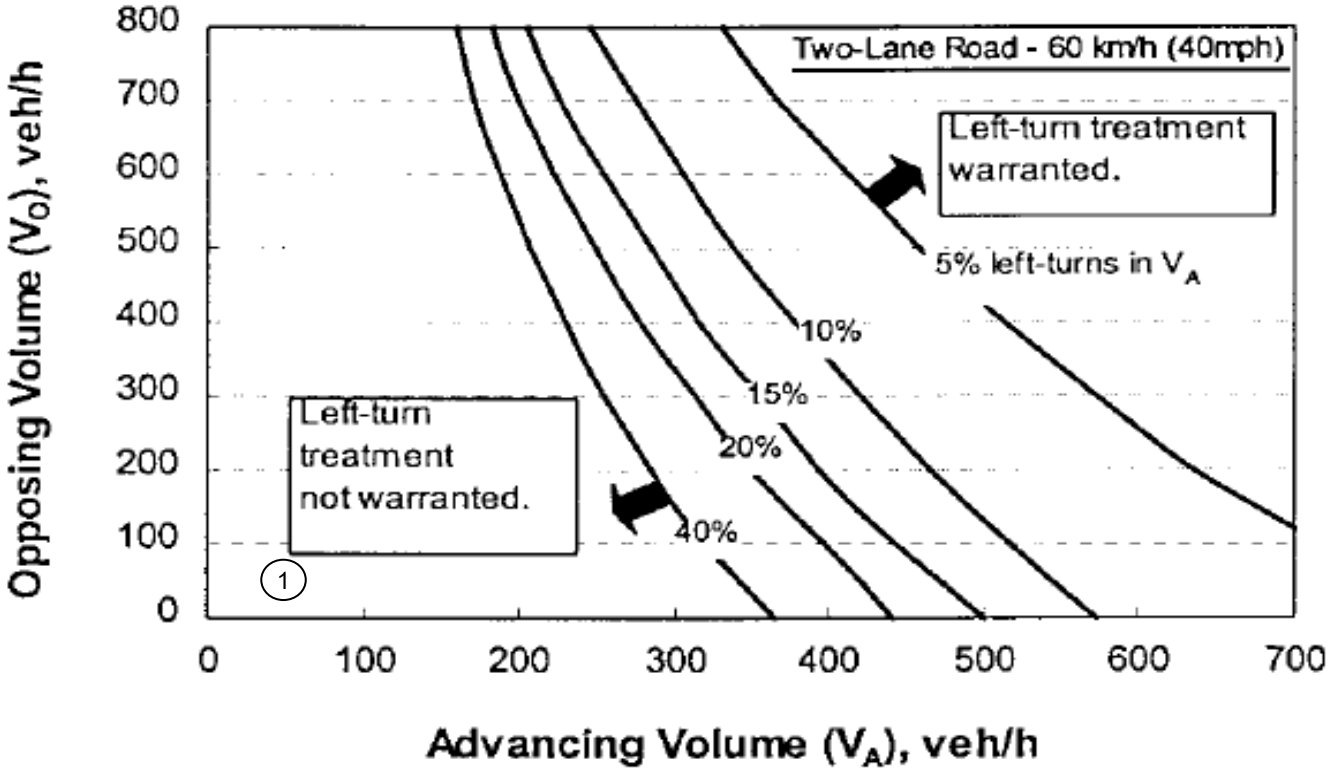


EXHIBIT C

Supplemental Material

Planning & Zoning Commission

Case# CU2025-0015

Hearing date: May 21, 2026

CANYON COUNTY DEVELOPMENT SERVICES MAKES NO WARRANTY WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR USEFULNESS OF THIS PARCEL INFORMATION TOOL.

Exhibit C1

R33566 PARCEL INFORMATION REPORT

4/8/2026 3:44:44 PM

PARCEL NUMBER:	R33566
OWNER NAME:	SYMMS FRUIT RANCH INC
CO-OWNER:	FALEN FRUIT RANCH
MAILING ADDRESS:	14068 SUNNYSLOPE RD CALDWELL ID 83607
SITE ADDRESS:	20051 LOWELL RD
TAX CODE:	1840000
TWP:	3N **RNG:** 4W **SEC:** 27 **QUARTER:** NE
ACRES:	35.49
HOME OWNERS EXEMPTION:	No
AG-EXEMPT:	Yes
DRAIN DISTRICT:	NOT In Drain Dist
ZONING DESCRIPTION:	AG / AGRICULTURE
HIGHWAY DISTRICT:	GOLDEN-GATE HWY #3
FIRE DISTRICT:	MARSING FIRE
SCHOOL DISTRICT:	VALLIVUE SCHOOL DIST #139
IMPACT AREA:	NOT In Impact Area
FUTURE LAND USE 2011-2022 :	AG
FLU Overlay Zone Desc 2030:	AGRI-TOURISM BUSINESS USE / AGRI-TOURISM EXCLUSIVE FARM USE / SCENIC BYWAY BUFFER
FLU RR Zone Desc 2030:	
FUTURE LAND USE 2030:	AGRICULTURE
IRRIGATION DISTRICT:	BOISE PROJECT BOARD OF CONTROL / WILDER IRRIGATION DISTRICT
FEMA FLOOD ZONE:	X **FLOODWAY:** NOT In FLOODWAY **FIRM PANEL:** 16027C0350F
WETLAND:	Riverine
NITRATE PRIORITY:	ADA CANYON
FUNCTIONAL Classification:	NOT In COLLECTOR
INSTRUMENT NO. :	9847616
SCENIC BYWAY:	NOT In Scenic Byway
LEGAL DESCRIPTION:	27-3N-4W NE NENE LS TX 13 LS RD
PLATTED SUBDIVISION:	
SMALL CITY ZONING:	
SMALL CITY ZONING TYPE:	

DISCLAIMER:

1. FEMA FLOOD ZONE REFERS TO THE DESIGNATED FEMA FLOOD AREAS. POSSIBLY ONE (1) OF SEVERAL ZONES - SEE FIRM PANEL NUMBER.
2. THIS FORM DOES NOT CALCULATE DATA FOR PARCELS INSIDE CITY LIMITS SO WATCH YOURSELVES.
3. WETLANDS CLASSIFICATION WILL POPULATE IF "ANY" PORTION OF SAID PARCEL CONTAINS A DELINEATED WETLAND.
4. COLLECTORS AND ARTERIALS ARE BASED ON THE SHERRIFS CENTERLINE WITH AN ADDITIONAL 100 FOOT BUFFER.

CANYON COUNTY ASSUMES NO LIABILITY FOR DIRECT, INDIRECT, SPECIAL, OR CONSEQUENTIAL DAMAGES RESULTING FROM THE USE OR MISUSE OF THIS PARCEL INFORMATION TOOL OR ANY OF THE INFORMATION CONTAINED HEREIN.

Exhibit C2

Canyon County
Development Services Department

111 North 11th Ave., Suite 310, Caldwell, ID 83605
Phone 454-7458 Fax 454-6633
www.canyoncounty.id.gov/dsd

Tracking Number:
PI2023-0120

Office Visit Date:
6/2/2023

Parcel Inquiry/Research Summary

Site Address: 0 CHICKEN DINNER RD
Caldwell ID

Assessor Account #: 33476000 0

Property Owner: SYMMS FRUIT RANCH INC

CALDWELL ID 83607

Person Inquiring:

Phone Number:

Section:		City Impact Area:			
Township:		Flood Zone:			
Range:		Subdivision:			
1/4 Sec:		Lot:		Staff Member:	
Acres:	79.68	Block:		DEBRA ROOT	
Zone:					

Discussion Summary

Specific Question Detail: Three parcels R33476, R33480, R33566: Are the parcels original? If not, how many times have they been split since Sept. 6, 1979? What are the parcels zoned?

Specific Answer Detail: R33476 has been split twice and has one building permit entitlement. It was originally an approximately 80-acre parcel with 3 building permit entitlements. Tax 12 was created in October 1980, constituting one of the parcel's land divisions. It appears that tax 12 was then split into parcels R33476010 and R33536010 around 1992. If these parcels are merged together, parcel R33476 would have two building permits available. As it is, parcel R33476 has one building permit but no splits available. It is zoned "A" (Agricultural).

R33480 is an approximately 77.05-acre original parcel with two building permit entitlements. Based on old assesor's maps, parcels R33481 and R33482 are both original (created prior to 9/6/1979). Parcel R33480 could be split through Administrative Land Division ($330) into 2 buildable parcels or 2 buildable parcels and 1 large ag-only parcel. It is zoned "A" (Agricultural).

R33480 has been split once and has one building permit entitlement. It was originally an approximately 40-acre parcel with 2 building permit entitlements. Parcel R33567 (Tax 13) was created in 1983, constituting the parcels one administrative land division. Parcel R33566 has a building permit available. It cannot be split through just a regular administrative land division. Splitting would require either a Nonviable Administrative Land Division ($600) or a Comprehensive Plan Amendment ($2800), Rezone ($950-$1400), and Administrative Land Division ($330). It is zoned "A" (Agricultural).

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INSTRUMENT NO. 200029763

PN55426

CORPORATION WARRANTY DEED

ExhibitC3

Project No. NH-3250(101)
Key No. 0088
Parcel No.15 Parcel I.D. No. 0039536

THIS INDENTURE, Made this 19 day of June, in the year of 2000, between SYMMS FRUIT RANCH, INC., an Idaho Corporation, Grantor, and the STATE OF IDAHO, IDAHO TRANSPORTATION DEPARTMENT, by and through the IDAHO TRANSPORTATION BOARD, 3311 West State Street, Boise, Idaho 83703, Grantee.

WITNESSETH: That Grantor, having authorized the undersigned officers by resolution duly passed by its Board of Directors to execute a conveyance to the hereinafter described lands, for value received does grant, bargain, sell and convey unto the Grantee, the following described real property together with all rights of access between the right of way of State Highway No. 55, Project No. NH-3250(101), Highway Survey and any remaining contiguous real property belonging to the Grantors except for: four points of access, Highway left, between Station 34+54 and Station 38+56 said Highway Survey, situated in the County of Canyon, State of Idaho, described as follows, to-wit:

A parcel of land for right-of-way purposes being on both sides of proposed State Highway 55, Project No. NH-3250 (101), Marsing to Sunny Slope Curve, on file in the office of the Idaho Transportation Department, and being situated in the NE ¼ of the NE ¼ of Section 27, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho, more particularly described as follows:

Commencing at the northeast corner of said Section 27, from which the

RECORD AT THE REQUEST OF THE STATE OF IDAHO
FEE EXEMPT - I.C. 67-2301

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CORPORATION WARRANTY DEED

Project No. NH-3250(101)
Key No. 0088
Parcel No.15 Parcel I.D. No. 0039536

East 1/4 corner of said Section bears S. 00°31'29"W., 2638.61 feet (804.251 meters); thence, along the north line of said NE ¼ of the NE ¼,

A) N.89°47'38"W., 25.00 feet (7.620 meters), to a point 24.17 feet, (7.367 meters) right of station 38+56.681 of said proposed Highway 55, being on the westerly right-of-way line of existing Highway 55, and the **POINT OF BEGINNING;** thence, along said existing right-of-way line,

1) S.00°31'29"W., 1319.32 feet (402.127 meters), to the southerly line of said NE ¼ of the NE ¼, being 24.029 feet (7.324 meters) right of station 34+54.554 of said proposed Highway 55; thence, along said southerly line,

2) N.89°47'55"W., 97.84 feet (29.824 meters), to the proposed westerly right-of-way line, being 73.82 feet (22.500 meters) left of station 34+54.389 of said proposed Highway 55; thence, along said proposed line,

3) N.00°31'07"E., 1319.32 feet (402.129 meters), to the northerly line of the NE ¼ of the NE ¼, being 73.82 feet (22.500 meters) left of station 38+56.518 of said proposed Highway; thence, along said northerly line,

4) S.89°47'38"E., 97.99 feet (29.868 meters), to the **POINT OF BEGINNING.**

CONTAINING 129,188 sq. ft. (12,002 sq. m.) or 2.96 ac. (1.200 ha)
Of which 0.07 ac. (0.029 ha) is acknowledged to be public right-of-way.

SUBJECT TO all Covenants, Rights, Rights-Of-Way and Easements of Record.

RECORD AT THE REQUEST OF THE STATE OF IDAHO
FEE EXEMPT - I.C. 67-2301

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CORPORATION WARRANTY DEED

Project No. NH-3250(101)
Key No. 0088
Parcel No.15 Parcel I.D. No. 0039536

Highway Station Reference: 34+54 to 38+56.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, and Grantee's assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that Grantor is the owner in fee simple of said premises; that said premises are free from all encumbrances, EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee; and subject to reservations, restrictions, dedications, easements, right of way and agreements, (if any) of record, and general taxes and assessments, (includes irrigation and utility assessments, if any) for the current year, which are not yet due and payable, and that the Grantor will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, The Grantor has caused it corporate name to be hereunto subscribed by its Corporation PRESIDENT and its corporate seal to be affixed by its Corporation SECRETARY, in pursuance to said resolution, the day and year first above written.

ATTEST: _____

_____
(title)

SYMMS FRUIT RANCH, INC., an Idaho corporation

BY: _____

PRESIDENT
(title)

RECORD AT THE REQUEST OF THE STATE OF IDAHO
FEE EXEMPT - I.C. 67-2301

UNOFFICIAL COPY

UNOFFICIAL COPY

CORPORATION WARRANTY DEED

Project No. NH-3250(101)
Key No. 0088
Parcel No.15 Parcel I.D. No. 0039536

STATE OF IDAHO)
) ss.
County of Canyon)

On this 22 day of June, 2000, before me, the undersigned, a Notary Public in and for said State, personally appeared R.A. Sykes and J.P. Meyer known to me to be the President and Secretary respectively, of the corporation which executed the foregoing instrument and acknowledged to me that said corporation executed the same.

IN WITNESS WHEREOFF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

SEAL — GERALD W. VEEDMAN — NOTARY PUBLIC — STATE OF IDAHO

Gerald W. Veedman
Notary Public for Idaho
Residing at Nampa Id
My commission expires 5-19-2003

RECORDED
2000 AUG 24 PM 3 59
G NOEL HALES
CANYON CNTY RECORDER
BY
REQUEST STATE OF IDAHO
TYPE Deed FEE —

20002763

RECORD AT THE REQUEST OF THE STATE OF IDAHO
FEE EXEMPT - I.C. 67-2301

UNOFFICIAL COPY

In the matter of the application of:
Tim John/Canyon Creek Gardens for Symm's Fruit Ranch Inc. – CU2024-0002
The Canyon County Examiner considers the following:

1) A conditional use permit for a retail nursery and a food/produce processing facility on approximately 6-acres of the 35.49-acres on parcel R33566 in the "A" (Agricultural) zone. The subject property is located at 20087 Lowell Rd, Caldwell, Idaho, 83607, also referenced as a portion of the NE quarter of Section 27, T4, R3, BM, Canyon County, Idaho. (CU2024-0002).

Summary of the Record

1. The record is comprised of the following:

   A. The record includes all testimony, the staff report, exhibits, and documents in Case File CU2024-0002.

Applicable Law

(1) The following laws and ordinances apply to this decision: Canyon County Code §01-17 (Land Use/Land Division Hearing Procedures), Canyon County Code §07-05 (Notice, Hearing and Appeal Procedures), Canyon County Code §07-07 (Conditional Use Permits), Canyon County Code §07-02-03 (Definitions), Canyon County Code §07-10-27 (Land Use Regulations (Matrix), Idaho Code §67-6512 (Special Use Permits, Conditions, and Procedures), and Canyon County Code 09-03.

a. Notice of the public hearing was provided pursuant to CCZO §07-05-01, Idaho Code §67-6509 and 67-6512.

b. A special use permit may be granted to an applicant if the proposed use is conditionally permitted by the terms of the ordinance, subject to conditions pursuant to specific provisions of the ordinance, subject to the ability of political subdivisions, including school districts, to provide services for the proposed use, and when it is not in conflict with the plan. Idaho Code §67-6512.

c. Every use which requires the granting of a conditional use permit is declared to possess characteristics which require review and appraisal by the Hearing Examiner to determine whether or not the use would cause any damage, hazard, nuisance or other detriment to persons or property in the vicinity. *See* CCZO §07-03-07.

d. Upon the granting of a special use permit, conditions may be attached to a special use permit including, but not limited to, those: (1) Minimizing adverse impact on other development; (2) Controlling the sequence and timing of development; (3) Controlling the duration of development; (4) Assuring that development is maintained properly; (5) Designating the exact location and nature of development;(6) Requiring the provision for on-site or off-site public facilities or services; (7) Requiring more restrictive standards than those generally required in an ordinance; (8) Requiring mitigation of effects of the proposed development upon service delivery by any political subdivision, including school districts, providing services within the planning jurisdiction. *See* Idaho Code §67-6512, CCZO §07-07-17, and 07-07-19.

(2) Any hearing examiner appointed by the board shall perform such duties as assigned by the board pursuant to Idaho Code section 67-6520. See CCZO §07-03-07.

(3) There are no mandates in the Local Planning Act as to when conditional permits may or may not be granted, aside from non-compliance with the community master plan. I.C. § 67-6512. Chambers v. Kootenai Cnty. Bd. of Comm'rs, 125 Idaho 115, 117, 867 P.2d 989, 991 (1994).

(4) The burden of persuasion is upon the applicant to prove that all criteria are satisfied. CCZO §07-05-03.

(5) Idaho Code §67-6535(2) requires the following: The approval or denial of any application required or authorized pursuant to this chapter shall be in writing and accompanied by a reasoned statement that explains the criteria and standards considered relevant, states the relevant contested facts relied upon, and explains the rationale for the decision based on the applicable provisions of the comprehensive plan, relevant ordinance and statutory provisions, pertinent constitutional principles and factual information contained in the record.

(6) The County's hearing procedures adopted per Idaho Code §67-6534 require that final decisions be in the form of written findings, conclusions, and orders. CCZO 07-05-03(1)(I).

The application CU2024-0002, was presented at a public hearing before the Canyon County Hearing Examiner on March 3, 2025. Having considered all the written and documentary evidence, the record, the staff report, oral testimony, and other evidence provided, including the conditions of approval and project plans, the Canyon County Hearing Examiner decides as follows:

CONDITIONAL USE PERMIT HEARING CRITERIA – CCZO §07-07-05

1. Is the proposed use permitted in the zone by conditional use permit?

Conclusion: The proposed uses are permitted in the "A" (Agricultural) zone by conditional use permit.

Findings: (1) The proposed uses are permitted in the "A" (Agricultural) zone by conditional use permit, pursuant to the Canyon County Code of Ordinance (CCCO §07-10-27).

(2) The proposed use consists of a retail nursery and a food/produce processing facility on approximately 6-acres of parcel R33566.

(3) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0002.

(4) Evidence includes associated findings and evidence supported within this document.

2. What is the nature of the request?

Conclusion: The request consists of a conditional use permit for retail nursery and a food/produce processing facility.

Findings: (1) Approximately 6-acres on the northeast corner of the 35.49-acre parcel will be utilized for the proposed uses. The nature of the request consists of two independent uses on parcel R33566. A conditional use permit application for a retail nursery and processing facility was submitted on July 23, 2024. **See Exhibit B7.** There are three (3) proposed internal access roads two (2) of which will be to Sunny Slope road also known as State Highway 55 (SH-55) but will not be connected at this time. The other internal road will be connected to Lowell road which will be the perimeter of the proposed six (6) acre portion of the parcel. See section 07-07-05(6) and (7).

(2) The conditional use permit application for retail nursery was submitted on January 11, 2024. A nursery (retail/wholesale) is defined as "the selling of products and plants at retail and/or wholesale (CCCO §07-02-03)." Pursuant to the site plan, the retail nursery of the greenhouse will primarily be on the west half of the proposed six (6) acre portion of the parcel. The nursery retail portion entails but not limited to the following:

- Six (6) 1,900 square feet of Quonset /greenhouses not to be accessed by the public, where plants, vegetables, flowers and hanging baskets are grown.
- A large retail greenhouse approximately 22,400 square feet where customers will shop for their produce, flowers, and hanging baskets. Additionally, trees, shrubs, and fruit will be sold in the future as the operations expand.
- A barn that will be utilized as the checkout area and will be built with an
- office and restrooms.
- According to the operations plan the retail will be open April to November, Monday through Saturday 9:00 a.m. to 6:00 p.m.
- Approximately 20 employees to be hired for the retail nursery operations.
- Approximately 20-30 parking spaces are proposed.
- **See Exhibit A** for details.

(3) The conditional use permit application for a food processing facility was submitted on June 17, 2024. A food processing facility is defined as "a facility where food, in its raw product form, is prepared for market (CCCO §07-02-03)."

(4) Pursuant to the site plan, the produce facility will be on the southeast corner of the proposed six (6) acre portion of the parcel. The nature of the request includes but is not limited to the following:

- A food processing facility with the intent to process shelf stable retail products such as freeze-dried and dried fruit, fruit juices, canned fruit, and baked pies.
- The food processing facility will be approximately 14,450 square feet with an office space, processing rooms, restrooms etc. See Exhibit A5.
- There will be approximately ten (10) employees for this operation.
- Hours of operations are 8:00 a.m. and 5:00 p.m., Monday through Friday.
- Shipping and receiving of materials will be during the hours of operations.
- Approximately ten (10) parking spaces are proposed for the processing facility.
- **See Exhibit A** for details.

(5) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0002.

(6) Evidence includes associated findings and evidence supported within this document.

3. Is the proposed use consistent with the comprehensive plan?

Conclusion: The proposed use is generally consistent with the Comprehensive plan.

Findings:

(1) The proposed use is consistent with the 2030 Comprehensive Plan. Parcel R33566 is zoned "A" (Agricultural) with a future land use designation of "A" (Agricultural) with a zoning overlay district of Agri-tourism business use/ Agri-tourism exclusive farm use/ Scenic byway buffer. Highlighted below are goals, action plans, and policies in the comprehensive plan that align with the proposed use of parcel R33566 but not limited to:

Chapter 1 Property Rights:

- G1.01.00 Protect the integrity of individual property rights while safeguarding public health, safety, and welfare.
- A1.01.00a Require properties to conform to the zoning code before receiving additional zoning approvals.
- P1.01.01 No person should be deprived of private property without due process of law.
- G1.02.00 Acknowledge the responsibilities of each property owner as a steward of the land, use their property wisely, maintain it in good condition and preserve it for future generations without becoming a public nuisance.

Property owners have "the right to enjoy the property for its intended use without creating nuisances. Zoning categorizes land uses based on compatibility, such as agriculture, residential, commercial, and industrial. Each category has characteristics that might not be compatible with other zoning categories (Pg. 10, Comprehensive Plan 2030)." See section 07-07-05(4) for analysis on land use compatibility and consistency.

Chapter 3 Economic Development:

- G3.01.00 Promote a healthy and sustainable regional economy by retaining, expanding, and recruiting businesses to favorable locations.
- P3.01.02 Support suitable sites for economic growth and expansion compatible with the surrounding area.
- P3.03.01 Encourage agritourism activities in areas such as the Sunny Slope Wine Region and the Snake River Scenic Byway.

The future land use designation of parcel R33566 is "A" (Agricultural) with a zoning overlay district of Agri-tourism business use, although the overlay districts have yet to be adopted. "Agriculture is a significant economic driver (Pg. 19, Comprehensive Plan 2030)." The proposed use will add to the Sunny Slope region's agricultural character and business. It will allow local plants and vegetables to be grown and sold on site contributing to the economic growth by attracting tourism to the area. The Agventure Trail aids in advertising the local agricultural business around Canyon County.

Chapter 4 Land Use and Community Design

- G4.02.00 Ensure that growth maintains and enhances the unique character throughout the County.
- P4.02.01 Consider site capability and characteristics when determining the appropriate locations and intensities of various land uses.
- G4.05.00 Support a diversity of agricultural uses to sustain the agricultural and agriculturally related economy.
- P4.07.01 Plan land uses that are compatible with the surrounding community.

The character of the area is primarily zoned agricultural and is used as such. The design of the proposed use is agriculturally driven with the use of greenhouses, barns and landscaping to obscure the commercial operation of a food/produce processing facility. The location of the proposed use is right on Sunny Slope and the Sunny Slope Wine Region. The proposed use will enhance the surrounding existing use.

Chapter 8 Transportation:

- G8.02.00 Provide safe transportation improvements for all users and connections to adjacent areas.

Parcel R33566 is on a scenic byway route, the intent of the scenic byway is to "highlight the rich agricultural heritage of canyon county and the farmers and ranchers who work the land and provide food for communities (pg. 1-2, Snake River Canyon Scenic Byway, 2009)." **See Exhibit B10.** Parcel R33566 has an overlay district of Scenic Byway Buffer. The overlay "preserves and protects the country's cultural, architectural, and archaeological history, enhances the scenic resources of scenic byways and ensures that new development minimizes impacts through appropriate design (Pg.28, Comprehensive Plan 2030)." The proposed use includes three (3) internal roads two (2) of which will be to Sunny Slope road (SH-55) but will not be connected at this time due to potential low traffic volume and the nature of the use. Sunny Slope road is a part of the Snake River Scenic Byway. "Idaho Transportation Department (ITD) is responsible for constructing and maintaining state, U.S. and interstate highways in the County (Pg. 61, Comprehensive Plan 2030)." If and when connection to Sunny Slope Road (State Highway 55) the applicant is required to contact ITD. **See condition of approval No. 7c**. The third internal road will be connected to Lowell Road. The use will provide safe transportation improvements to Lowell Road, bringing it up to Golden Gate Highway District No.3 (GGHD3) standards. **See Exhibit D3.**

Chapter 12 Agricultural:

- P12.01.01 Preserve and maintain agriculturally designated lands for agricultural use.
- G12.02.00 Support farmers and enhance local farmland.

The proposed use aligns with the comprehensive plan specifically the economic development, agricultural, and land use portion of the 2030 comprehensive plan. **See Exhibit B8**. The proposed use will also bring business into the Sunny Slope area with the retail nursery where agritourism is in place and provide additional attraction to the area. It's anticipated to enhance the agricultural ground that is used uniquely for the county. The retail greenhouse and processing facility will allow locally grown flowers and produce to be grown and sold on site. The request includes three (3) internal private roads that will be built to Golden Gate Highway District No.3 standards and the existing Lowell Road will be improved. The development in this area will enhance the agricultural land use in place.

(2) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0002.

(3) Evidence includes associated findings and evidence supported within this document.

4. Will the proposed use be injurious to other property in the immediate vicinity and/or negatively change the essential character of the area?

Conclusion: The proposed use will not be injurious to other property in the immediate vicinity and will not negatively change the essential character of the area.

Findings:

(1) The surrounding area is zoned "A" (Agricultural) and is used as such.

Adjacent Existing Parcels:			
Direction	**Existing Use**	**Primary Zone**	**Parcel Size**
N	**Agricultural**	**"A"**	**49.76**
E	**Agricultural**	**"A"**	**16.36**
S	**Agricultural**	**"A"**	**36.39**

W	Agricultural	"A"	37.92
"A" (Agricultural), "R-R" (Rural Residential), "R-1" (Single-Family Residential), "C-1" (Neighborhood Commercial), "C-2" (Service Commercial), "M-1" (Light Industrial), "CR" (Conditional Rezone)			

(2) **Character of the Area:** The Sunny Slope area is known for its agritourism and agricultural land use. **See Exhibit C**. The soil on the parcel has a grade 2 and 3, primarily best suited with portions of it being moderately suited soil. The parcel has prime farmland if irrigated. **See Exhibit B2.7-2.9**. The area is known for wineries and distilleries as there is prominent use of such in that area. There are other agricultural uses in the area and the proposed use is anticipated to fit in with the character of the area. There are four (4) subdivisions in the surrounding area. See Exhibit B2.10. Sunny Slope is a principal arterial road that provides access to the surrounding area. The food/produce processing facility will be obscured by landscaping to maintain the agricultural landscape of the area. **See Exhibit A9.1**.

(3) **Surrounding Land Use Cases:** Within 600' of the property there aren't active land use development cases. In the past few years, there have been applications as seen in **Exhibit B2.5** such as following but not limited to:

- A conditional use permit on the subject parcel and parcel R33567 for an RV resort within the agricultural zone, that case was denied by the Planning and Zoning Commission and appealed by the applicant then later denied by the Board of County Commissioners in 2022. **See Exhibits B6.1 & B6.2.**
- To the southeast, there was a proposed conditional use permit on a 45.32-acre parcel for a special events facility for agritourism and weddings. That case was denied by the Planning and Zoning Commission and appealed by the applicant. It was then denied by the Board of County Commissioners in 2023. **See Exhibit B6.3 & B6.4**.
- To the west, there have been attempts for a comprehensive plan map amendment and rezone but they have been withdrawn.
- AD2015-93, approved for farmworker housing on parcel R33480. **See Exhibit B6.5**.

The past land use cases illustrate the area is meant for agricultural uses, the proposed use fits within the agricultural zone with an approval of a conditional use permit. **See Exhibit B2**.

(4) **Compatibility:** The proposed use is not anticipated to interfere or conflict with the surrounding land use. Due to the majority of the area being used for agricultural uses and the characteristic of the area being used for agriculture, the proposed use is not anticipated to negatively impact the surrounding area. The proposed use will have sufficient roadways, parking, water, septic systems, and services that will not exclude or diminish services for others. The proposed use is agriculturally related and similar to the existing surrounding uses. The interactions between the uses is consistent and is not anticipated to negatively impact the surrounding land uses. The site location of the proposed use is adequate and is compatible with the surrounding area. See conditions of approval to mitigate concerns that may arise.

(5) The proposed use may have impacts on the transportation system however the effects of the impacts are unknown until a traffic impact study is completed as conditioned. It's not anticipated that the scenic byway will be negatively impacted. The food/produce processing facility may change the character of the area, however the facility will be hundreds of feet away from the road and as conditioned there will be landscaping along Sunny Slope to obscure and mitigate that concern. **See Exhibit A9.1**. Seven (7) public comments were received, six (6) of which was in favor including a petition. The other was looking for clarification on the proposed use. **See Exhibit E** and conditions of approval to mitigate concerns and impacts that may arise with the proposed use.

(6) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0002.

(7) Evidence includes associated findings and evidence supported within this document.

5. Will adequate water, sewer, irrigation, drainage and stormwater drainage facilities, and utility systems be provided to accommodate the use?

Conclusion: The project will have adequate water, sewer, irrigation, drainage and stormwater drainage facilities, and utility systems to accommodate the proposed use based on the analysis contained herein.

Findings:

(1) According to the land use worksheet the proposed use will have a centralized public water system. There will be an individual septic for sewer (wastewater). Irrigation will be via surface water and through pressurized irrigation well water. All stormwater shall be retained on site. **See Exhibit A6 and A6.1.**

(2) **Water:** The retail nursery will rely on the property owner, Dar Symms, to provide water for the proposed use. Water will be provided via a centralized public water system by the property owner for the food processing facility. There will be access on the northeast corner of the parcel and a pipe will be provided through the parcel to the proposed agricultural production facility. A drainage pipe/ditch will be installed. There is an estimated 126.9 gallons of water that will be utilized by the operation. The centralized water system is anticipated to provide adequate water for the proposed use and is ready to be used at commencement of the operations.

(3) **Sewer:** An individual septic system has been installed on-site. The septic tank is placed to the north of the retail nursery according to the property owner. The structures that are currently on site were constructed with building permits as agriculturally exempt structures. **See Exhibit B9.** The retail greenhouse will need a commercial occupancy due to the public use of the greenhouse. **See Exhibit D1.** The use of portable potties will be on site and will be addressed by a third-party company for the proposed retail nursery, it's unclear if and when it will switch over to the installed septic system. **See condition of approval No. 10a.** According to the land use worksheet for the proposed food/produce processing facility, the use will be serviced by an individual septic. In a pre-development meeting the representative, Tim John had with Southwest District Health it was unclear if the sewer line could be connected with city services. Depending on the size of the septic system engineering may be required and a nutrient pathogen study performed by South West District Health may likely be required. **See Exhibit D2.1. and condition of approval No. 10.** According to Southwest District Health, a site evaluation has not been conducted on site to determine if there is adequate sanitary systems to accommodate the proposed use, however, It's anticipated that there are adequate sewer facilities to accommodate the use. **See Exhibit D2.**

(4) **Irrigation:** Irrigation will be provided via an irrigation well and surface irrigation through pressurized irrigation for the proposed food processing facility according to the land use worksheet as seen in **Exhibit A6 & A6.1**. The greenhouse retail nursery will be irrigated via surface irrigation. Agency comments were sent out to Wilder Irrigation District/Boise Project Board of Control on November 1, 2024, the agency provided comments on November 7, 2024, stating that although there isn't any Wilder Irrigation District Facility on site, the subject parcel does possess water rights. Any irrigation drainage ditches that cross the parcel can't be obstructed and need to be maintained via an easement. Lastly, the agency noted that the storm drainage must be retained on site. **See Exhibit D4.**

(5) **Drainage:** The food processing facility use proposes to have landscaping along Sunny Slope road. The site plan shows that there will be a drainage pipe/ditch located between the proposed

six (6) Quonset/greenhouses and the customer retail greenhouse. **See Exhibit A2.** The subject parcel contains the Lizar Lateral and Lizard Wasteway on the northwest corner of the 35.49-acre parcel outside of the proposed 6-acres that will be used for the use. The lateral and waste way is not anticipated to be impacted by the proposed use. The applicant may add landscaping along Lowell Road. As conditioned a drainage plan shall be submitted to DSD prior to commencement. A landscaping plan was submitted on February 21, 2025, which includes landscaping and a retention pond. **See Exhibit A9.1.**

(6) **Stormwater drainage facilities:** According to the land use worksheet the applicant noted that the food processing facility will have the stormwater retained onsite by diverting the rainwater to the farm ground **See Exhibit A3 & A6.1.** The retail nursery proposes to borrow ditches. **See Exhibit A3 & A6.** Agency comments were sent out to Wilder Irrigation District/Boise Project Board of Control on November 1, 2024, the agency provided comments on November 7, 2024, stating that the storm drainage must be retained on site. **See Exhibit D4 and condition of approval No. 8a. Utility Systems:** An agency notice was sent out to Century Link, Intermountain Gas, Idaho Power, and Ziply on November 1, 2024, but no comments were received. Power poles can be connected subjected to Idaho Power. It's anticipated that adequate utilities will be provided to accommodate the proposed use.

(7) **Natural Gas:** Natural gas will be supplied by a tank maintained by the property owner on site for the processing facility. **See Exhibit A4.**

(8) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0002.

(9) Evidence includes associated findings and evidence supported within this document.

6. Does legal access to the subject property for the development exist or will it exist at the time of development?

Conclusion: The subject property has legal access to the proposed development. The subject parcel has frontage along Lowell road which is a local road and Sunny Slope Road also known as State Highway 55 (SH-55) which is a principal arterial that provides access to that area.

Findings:

(1) According to the applicant, Lowell Road will be used to access the parcel for both uses with no new access however, there will be three (3) internal private roads that will be used. **See Exhibit A4.** The internal roads running east to west are not going to be connected to Sunny Slope road at this time, it's unclear if and when they will be connected. The applicant is also proposing to add a turn lane/skirt off to the right turning onto Lowell Road running north to south for approximately 550 feet. **See Exhibit A2.**

(2) Agency Notice was sent out to Idaho Transportation Department (ITD) on November 1, 2024, no comments were received. Agency notice was sent out for a second time on January 27, 2025, on January 30, 2025, ITD provided comments. **See Exhibit D6.** Agency Notice was sent out to Golden Gate Highway District No. 3 on November 1, 2024, comments were received from the agency on November 6, 2024. According to Golden Gate Highway District No. 3 (GGHD), a Traffic Impact Study (TIS) is required. Additionally, the existing Lowell access is required to be reconstructed per ACCHD standards. **See Exhibit D3 and condition of approval No. 7.**

7. Will there be undue interference with existing or future traffic patterns?

Conclusion: There may not be undue interference with the existing or future traffic patterns.
Parcel R33566 is at the intersection of Sunny Slope Road (State Highway 55) a principal arterial and Lowell Road a local road. Although no new access is proposed there will be three (3) internal roads, two (2) of which will not be connected to SH-55 while the third will be connected to Lowell Road.

Findings:

(1) According to the applicant, there will be approximately 30-40 customers per hour on-site during peak flower season between late April and early May. The peak times for produce sales will be mid-August to October with approximately 15-20 customers per hour. The proposed retail nursery use consists of 20-30 parking spaces on asphalt/gravel parking lot currently there is road base and crushed gravel on site for the use of the parking lot and internal road ways.

(2) Per CCCO §07-13-03(13) off street parking shall be provided, retail sales establishments shall have one (1) parking space for every 600 square feet of floor area. Based on those requirements the proposed use does not meet the threshold. The retail nursery shall provide at minimum 37 parking spaces. **See Condition of approval No. 4.** The retail nursery is anticipating four (4) to six (6) semi-trucks of soil weekly in December and January then slowing down to four (4) to six (6) semi-trucks of soil every two (2) to three (3) weeks. In addition, there will be two (2) to three (3) semi-trucks delivering growing supplies in January and February and slowing down in after with occasional deliveries in March and April, according to the letter of intent. **See Exhibit A4.** The proposed retail nursery shall provide at minimum one (1) loading space in accordance with §07-13-03(15).

(3) The food/produce processing facility consists of ten (10) parking spaces meeting §07-13-03(14) requirement. According to the land use worksheet the processing facility will have a loading space on the southwest corner of the processing facility. There shall be at a minimum one (1) loading space for shipping and receiving.

(4) Agency notice was sent out to Golden Gate Highway District No. 3 (GGHD) on November 1, 2024, and on November 6, 2024, the agency provided comments noting that a Traffic Impact Study (TIS) is required to further investigate traffic impacts and the possible need for turn lanes. At this time, it's not anticipated to negatively impact current and/or future traffic patterns however as conditioned a TIS will be required from GGHD3 to determine the impacts. **See Exhibit D3.** Traffic on Sunny Slope and Lowell Road will be impacted however, the intensity of the traffic impact is unclear until the TIS is completed. **See Exhibit A9.2.** To mitigate traffic concerns, **see conditions of approval No. 7.**

(5) ITD provided comments on January 30, 2025, noting that the approaches are for agricultural uses only and the change of use will require an access permit and the approach must meet ITD standards of commercial access. The applicant shall contact ITD to discuss access standards if and when an approach on to SH-55 is desired outside of an agricultural use. **See Exhibit D6.**

(6) The Snake River Canyon Scenic Byway runs on Sunny Slope Road and the Sunny Slope Loop runs along Sunny Slope and Lowell Road. **See Exhibit B10.** The proposed uses are not anticipated to interfere with the current or future traffic patterns.

8. Will essential services be provided to accommodate the use including, but not limited to, school facilities, police and fire protection, emergency medical services, irrigation facilities, and will the services be negatively impacted by such use or require additional public funding in order to meet the needs created by the requested use?

Conclusion: Essential services will be provided to accommodate the use including, but not limited to school facilities, police and fire protection, emergency medical services, and irrigation facilities. The services will not be negatively impacted by such use, and/or require additional public funding in order to meet the needs created by the requested use.

Findings:

(1) **School Facilities:** Agency notice was sent out on November 1, 2024, to Vallivue School District, no comments were received. The proposed use is not anticipated to negatively impact school facilities.

(2) **Police and Fire Protection:** Agency notice was sent out on November 1, 2024, to Marsing Fire District, the state fire marshals, and Canyon County Sheriff no comments were received. Marsing Fire District noted in a pre-development meeting with the applicant that the access road and turn around meets Marsing Fire District requirements. The proposed use is not anticipated to negatively impact police and fire protection.

(3) **Emergency Medical Services:** Agency notice was sent out on November 1, 2024, to Marsing Ambulance, paramedics, and emergency Coordinator, no comments were received. The proposed use is not anticipated to negatively impact emergency medical services.

(4) **Irrigation Facilities:** Agency notice was sent out on November 1, 2024, to Wilder Irrigation District and Boise Project Board of Control, received comments can be viewed in Exhibit D4. The proposed use is not anticipated to negatively impact irrigation facilities.

Order

Based upon the Findings of Fact, Conclusions of Law and Order contained herein, the Canyon County Hearing Examiner **approves** Case # CU2024-0002, a conditional use permit for a retail nursery and a food/produce processing facility subject to the following conditions as enumerated:

Conditions of Approval

1. The development shall comply with all applicable federal, state, and county laws, ordinances, rules, and regulations that pertain to the subject property and the proposed use.
2. This conditional use permit shall follow land use time limitation as stated in CCZO 07-07-23: "When a conditional use permit is granted, the land use or construction of its facility proposed in the application must have commenced within three (3) years of the date of the final decision by the presiding party or a court of appropriate jurisdiction. The improvements for the approved use must be completed within five (5) years of the same date.
3. The proposed development shall be in substantial conformance with the applicant's site plan, operations plan and Letter of Intent (**Exhibit A2-A4**).
    a. The hours of operation for the retail nursery shall be 9 a.m. to 6 p.m. Monday through Saturday, as proposed in the applicant's letter of intent (**Exhibit A4**). The hours of operation for the food/produce processing facility shall be 8 a.m. to 5 p.m. Monday through Friday as proposed in the land use worksheet (**Exhibit A6**).
    b. Landscaping shall be installed along Sunny Slope road in accordance with the site plan and landscaping plan prior to the commencement of use of the food processing facility (**Exhibit A2 & A9.1**).
    c. The Quonset greenhouses shall not be accessible to the public. No more than six (6) of the permitted Quonset greenhouses shall be used for the retail nursery operation.

4. Prior to the commencement of use, all parking spaces shall meet all applicable off-street parking requirements (CCZO 07-13-01 and 07-13-03). Evidence shall be submitted to Canyon County DSD.
    a. The retail greenhouse shall have a minimum of 37 parking spaces and a loading space in accordance with CCZO 07-13-03(13) & (15).
    b. The Food Processing facility shall have a minimum of 10 parking spaces and a loading space in accordance with CCZO 07-13-03(14) & (15).
    c. A parking and circulation plan approved by Marsing Fire District shall be submitted.
5. All exterior lighting shall be directed away from adjacent properties, facing downward and Exterior lighting compliance shall be demonstrated in the food processing facility's building plans submitted as part of the building permit submittal. Review and approval by DSD shall be completed before building permit issuance.
6. The balance of parcel R33566 not to be used for the proposed uses shall remain in productive agricultural use unless permitted.
7. The applicant shall comply with applicable Golden Gate Highway District No. 3 and ITD requirements.
    a. The existing access is required to be reconstructed in accordance with AACHD-106.
    b. A Traffic Impact Study shall be completed and submitted to Golden Gate highway District No. 3 (GGHD) no later than 90 days from final decision. Any improvements required to mitigate traffic impact(s) shall be installed per the timeframe required by GGHD or per Condition No. 2 whichever occurs first.
    c. Sunny Slope access is strictly for agricultural uses only, if and when the internal roads running east to west are connected to Sunny Slope road, the applicant shall contact ITD to discuss access and receive an access and approach permit.
8. Pursuant to Boise Project Board of Control, stormwater shall be retained on site and irrigation/drainage ditches shall remain unobstructed and protected by an easement by the property owner (Exhibit D4).
    a. A drainage plan shall be submitted to DSD no later than 90 days from final decision.
9. The proposed structure(s) shall receive approval from Marsing Fire district, Golden Gate Highway District No. 3, Idaho Transportation Department and Southwest District Health prior to building permit issuance (Exhibit D1.1).
10. A nutrient pathogen study shall be completed and evidenced by Southwest District Health (Exhibit D2).
    a. Portable sanitation units shall be serviced at least once per week by a licensed plumber and permitted through a health district.
11. Pursuant to DSD Building department the agricultural structures used as part of the retail nursery shall receive a commercial change of occupancy permit and an evaluation report from a state of Idaho engineer stating that the structures are safe to use prior to commencement of use (Exhibit D1.1).

DATED this 10th day of March, 2025.

HEARING EXAMINER
CANYON COUNTY, IDAHO

Leon Letson
Leon Letson

State of Idaho)

SS

County of Canyon County)

On this 10th day of March, in the year 2025, before me Pamela Dilbeck, a notary public, personally appeared Leon Letson, personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he (she) executed the same.

Notary: Pamela Dilbeck

My Commission Expires: 10/14/2028

PAMELA DILBECK
COMMISSION #20224944
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 10/14/2028

Snake River Canyon scenic Byway (2009)

Exhibit C5

The Snake River Canyon Scenic Byway highlights the rich agricultural heritage of Canyon County and the farmers and ranchers who work the land, provide food for communities, and contribute an integral component to the Boise Valley's cultural fabric. The byway can connect the traveler to the stories of farms and communities through interpretive programs, events, and local products.

The Snake River Canyon Scenic Byway also offers sweeping scenic vistas, historic sites, cultural events, recreation, and local geology along the quiet back roads of Canyon County. The 53-mile journey features many opportunities to experience the region's special places, people, and lands all adjacent to the beautiful Snake River on its way to the Pacific Ocean.

Canyon County is home to some of the richest and most diversified farmland in the nation. Agribusiness is a significant economy in Canyon County, as indicated by these impressive facts:

- Canyon County grows more than 100 different commercial crops and contains more than 2,000 farms.
- There are approximately 272,000 acres in farms; 205,000 acres are irrigated.
- The average farm size is 122 acres.
- Approximately $300 million in sales go to Canyon County farmers annually.
- Top crops are sugar beets, seed crops, wheat, onions, hops, potatoes, mint, and field and silage corn. Other commercial crops include carrots, cauliflower, cantaloupe, pumpkins, and spinach.
- Seed crops include onion, carrot, radish, lettuce, flax, alfalfa, and beans.
- Canyon County raises 95 percent of the U.S. supply of sweet corn seed.
- Canyon County is one of three fruit-growing areas in Southwestern Idaho and together the three areas produce approximately 95 percent of all tree fruit in Idaho.
- Canyon County is also a new site for dairies. The industry is the leading agriculture industry in Idaho, second in the 13 western states, and sixth in the U.S. in production.
- The wineries of Canyon County are known for premium Chardonnay, Cabernet Sauvignon, Pinot Noir, Merlot, Syrah, and Riesling wines.

(Sources: Mike Butts, "Ag remains big in Canyon," Idaho Press Tribune, March 2009; Caldwell Chamber of Commerce, www.visitcaldwell.org; Nampa Chamber of Commerce, www.w3.nampa.com/ftm_tour.asp)

What is agri-tourism?

"Agri-tourism is traveling to farms, ranches and other agricultural attractions and events. Agri-tourism is typically marketed to residents within a few hours of the farm but sometimes visitors come from across the continent. Getting people to travel from farther away and stay in the area longer is the challenge many rural areas are addressing to make farm-oriented tourism a more substantial part of the local economy."
(Source: "Stories Across America: Opportunities for Rural Tourism," America's Byways Resource Center, 2006)



Travelers can sample local produce at farm stands along the byway.



A sweeping vista shows Sunnyslope orchards and vineyards during a spring evening.

Site 6: Rural Farm Stands and Farmers' Markets

Existing Conditions

The byway and its side trips bisect rich agricultural areas that offer fresh fruits and vegetables at farmers' markets, farm stands, and u-pick sites. Fruit orchards producing apples, peaches, plums, apricots, cherries, and wine grapes are numerous. Because of the large number of small farms in the area, fresh produce stands abound in late summer and fall. (See **Table 3-3** on page 3-20.)

Farmers' markets—the oldest venues for selling farm-fresh produce—represent free enterprise at its best. Farm families and consumers meet to buy and sell the freshest and best-tasting local foods at these markets. Baskets of colorful fruits and vegetables, specialty herbs, fresh flowers, and artisan breads decorate the aisles. The scene is festive with markets and stalls filled with the fresh food and people coming together to celebrate community and agriculture.

Lizard Butte forms the southern boundary of Sunnyslope, which comprises 25,000 acres of orchards with a southern exposure that were first planted in the early 1900s. Long, hot, summer days and cool nights combined with the rich volcanic soil make this prime land for bountiful crops. The 1,100-acre Symms Fruit Ranch, located on the byway, is the largest orchard-and-fruit-packing operation in the state.

Crops such as sugar beets, onions, beans, seed corn, alfalfa, mint, and wheat are abundant. The Caldwell Chamber of Commerce recently installed crop identification signs for various fields throughout Canyon County.

Interpretive Value

The U.S. Bureau of Reclamation's Boise Project created Lake Lowell in 1906, which in turn brought widespread farming. R. A. Symms arrived at Sunnyslope from Kansas in 1913 and bought an 80-acre homestead. The following year, he planted 8 acres of apples, peaches, and plums, and within 10 years he had a 40-acre orchard. During the 1930s, Symms' sons went into partnership with their father and expanded the acreage. Symms died in 1934. The brothers added packing houses and cold storage in the 1950s. In the 1960s, as packing and storage capacity was further increased, their sons joined the enterprise. The ranch now processes 500,000 boxes of apples each year.

Type of Site
Point of Interest

Intrinsic Value
Historic, natural

Location
Farm stands and farmers' markets are located primarily in the Sunnyslope area, centered around Lowell Road and Plum Road.

Coordinates
43° 35' 76" N
116° 48' 70" W

Management

- Stand and market owners
- Market Development Division, Idaho State Department of Agriculture
- Canyon County Farm Bureau



Visitors take advantage of pumpkin season at Watson's Sunnyslope Farm.



Williamson Orchards & Vineyards offers seasonal, fresh fruits and vegetables

Today, Canyon County boasts some of the richest and most diversified farmland in the country. Over 2,000 farms grow more than 100 different commercial crops. (See page 1-2 for more specific information about Canyon County agriculture.)

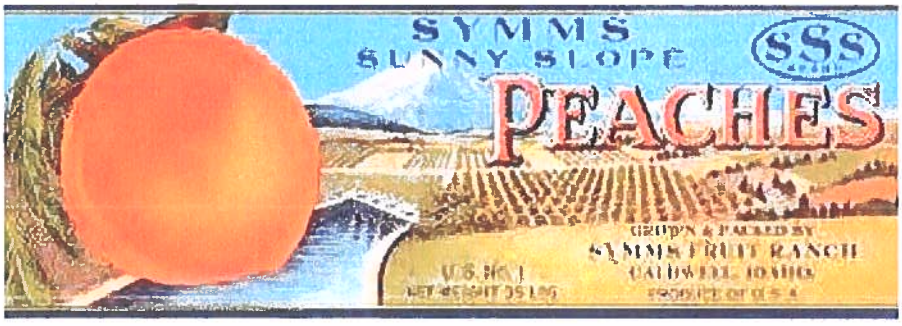


Sunnyslope's rich volcanic soil and southern exposure account for its bountiful orchards—in this case, of apple trees.

Recommended Actions

- Provide signage on the Snake River Canyon Scenic Byway with a byway route sign and a supplemental point-of-interest directional arrow to Sunnyslope and its rural farm stands and farmers' markets.
- Prepare and publish a *Rural Farm Stands and Farmers' Markets Guide* for visitors.
- Identify and construct a rest area and interpretive site in association with agencies and other stakeholders.
- Research, design, fabricate, and install an interpretive sign for the rest area/interpretive site.





Brightly colored crate labels identify brand name and packing location for fruit from Sunnyslope orchards.

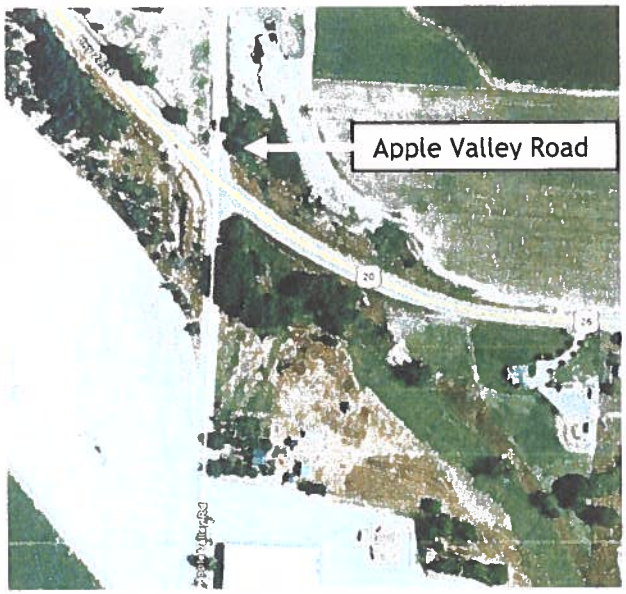
Safety

Historic crash data for the route of the Snake River Canyon Scenic Byway was reviewed for highway safety by Tim Richard, P.E., of Canyon Highway District No. 4 and W. Joe Barton, P.E., of PARAGON Consulting, Inc.

Recent statistics of nine byway intersections from 2004 to 2008 indicate that there were 15 accidents with no fatalities. See **Table 4-2** on page 4-5, which lists intersection crash data for the byway route.

Initial review reveals that one potentially critical intersection on the Snake River Canyon Scenic Byway is the intersection of Apple Valley Road and US 20/26 (see **Figure 4-2** for an aerial image). To improve the drivability of the intersection, the current skew of the two roads would need to be addressed along with the sight distance for drivers pulling out onto US 20/26.

Figure 4-2. Intersection of Apple Valley Road and US 20/26



(Google Earth)

Safety recommendations

W. Joe Barton, P.E., of PARAGON Consulting, Inc., noted the low accident rate but recommends considering the following improvements:

- Additional intersection and warning signage (for example, "STOP AHEAD" and curve-warning signs)
- Larger "STOP" signs
- New or upgraded roadway name signs

Barton also recommends that the highway districts consider the following in order to avoid potential issues caused by the lack of familiarity of byway drivers:

- Review the route to identify potential spot improvements to enhance driver comfort and safety (for example, horizontal curvature, roadway superelevation, vertical curvature, lane and shoulder widths, and roadwide clear zones and guardrails).

Table 4-1. Average Annual Daily Traffic (AADT) and Average Daily Traffic (ADT)*

Nearest Intersection	Vehicle Trips per Day (Year Data Collected)			
	North	South	East	West
Idaho Department of Transportation (AADT)				
Idaho 45 near Map Rock Road	1,600 (2007)	1,600 (2007)	–	–
Idaho 55 near Lowell Road	5,500 (2007)	5,500 (2007)	–	–
Idaho 55 and Chicken Dinner Road	500 (2007)	–	6,800 (2007)	5,700 (2007)
US 95 and Ustick Road	5,100 (2007)	5,500 (2007)	600 (2007	1,400 (2007)
Apple Valley Road and US 20/26	700 (2007)	700 (2007)	3,300 (2007)	3,300 (2007)
Canyon County Highway District No. 4 (ADT)				
Lowell Road and Chicken Dinner Road	414 (2007)	522 (2007)	931 (2007)	619 (2008)
Golden Gate Highway District No. 3 (ADT)				
Homedale Road near Plum Road	–	–	4,938 (2009)	4,724 (2009)
Peckham Road near Fargo Road	–	–	1,724 (2007)	1,950 (2009)

* ITD counts traffic throughout the year; thus, data is reported as Average Annual Daily Traffic (AADT). The highway districts count traffic for only a week; thus, data is reported as Average Daily Traffic (ADT). See the Glossary for full definitions of AADT and ADT.

Source: PARAGON Consulting, Inc., based on information supplied by the Idaho Transportation Department, Canyon County Highway District No. 4, and Golden Gate Highway District No. 3 in August 2007.

Table 4-2. Byway Intersection Analysis Report (2004-2008)

No.	Location	Total Accidents	Total Vehicles	Total Fatalities	Total Injuries
1	Chicken Dinner Road and Lowell Road	2	2	0	3
2	Lowell Road and Idaho 55	1	2	0	0
3	Plum Road and Homedale	4	6	0	2
4	Ustick Road and US 95	1	2	0	1
5	Peckham Road and Fargo Road	2	4	0	1
6	Wamstad Road and Idaho 18 (Roswell Road)	1	2	0	0
7	Wamstad Road and Matthews Road	1	2	0	3
8	Apple Valley Road and US 20/26	1	1	0	0
9	Apple Valley Road and Old Fort Boise Road	2	4	0	2
	Total	**15**	**25**	**0**	**12**

Note: No crashes were reported on Map Rock Road.

Source: Crash Analysis Reporting System (CARS)—2004-2008, Office of Highway Safety, Idaho Transportation Department, 2008.

Exhibit C6

Board of County Commissioners
Symms Fruit Ranch, Inc. – CU2022-0007-APL
Development Services Department

Findings of Fact, Conclusions of Law, Conditions of Approval and Order

Conditional Use Permit (Appeal) CU2022-0007-APL

Findings of Fact

1. The appellant, Borton-Lakey Law representing Symms Fruit Ranch, Inc, has submitted an Appeal regarding CU2022-0007-APL, a conditional use permit to allow an Agritourism Purposed Recreational Vehicle (RV) Resort on parcel no. R33566 & R33567. On September 12, 2022, Borton-Lakey Law, representing Symms Fruit Ranch, Inc, filed a written notice of appeal within the 15-day appeal period from when the FCOs were signed by the Planning and Zoning Commission.
2. On September 1, 2022, the Planning and Zoning Commission denied CU2022-0007.
3. The subject property is located just west of 13748 Sunny Slope Rd, Caldwell; also referenced as a portion of the NE ¼ NE ¼ of Section 27, Township 3N, Range 4W; BM; Canyon County, Idaho.
4. The subject property is zoned "A" (Agricultural).
5. The 2020 Canyon County Comprehensive Plan Future Land Use Map designates the area as agricultural.
6. The subject property is not located within an Area of City Impact.
7. The subject property is located within Golden Gate Highway District, Marsing Fire District, Vallivue School District, and Boise Project Board of Control.
8. A neighborhood meeting was conducted in accordance with CCZO §07-01-15, on January 5, 2022.
9. Notice to agencies was sent on October 19, 2022. Notice to property owners within 1,000 feet was sent on November 10, 2022. Publication in the Idaho Press Tribune was provided on November 12, 2022, and the property was posted on November 18, 2022.
10. All record herein consists of exhibits provided as part of the public hearing staff report, exhibits submitted during the public hearing on November 29, 2022 and all information in case file CU2022-0007-APL.

Conclusions of Law

For this request, the Board of County Commissioners finds and concludes the following regarding the Standards of Review for Conditional Use Permit (§07-07-05):

1. Is the proposed use permitted in the zone by conditional use permit?

Conclusion: The proposed uses are permitted in the "A" (Agriculture) zone by Conditional Use Permit.

Finding: Canyon County Zoning Ordinance §07-10-27 allows a Recreational Vehicle (RV) Park through the approval of a Conditional Use Permit.

2. What is the nature of the request?

The applicant is requesting a conditional use permit to operate an RV park on parcels R33566 and R33567. The proposed RV park would contain approximately 105 RV spaces.

3. **Is the proposed use consistent with the Comprehensive Plan?**

Conclusion: The proposed use is not consistent with multiple goals and policies of the 2020 Canyon County Comprehensive Plan.

Finding: The proposed use is not consistent with goals and policies of the 2020 Comprehensive Plan, including, but not limited to:

Chapter 1. Property Rights

Policy 11. Property owners shall not use their property in a manner that negatively impacts upon the surrounding neighbors or neighborhoods.

- Besides concerns regarding impacts to the existing lifestyle and enjoyment of private property in the area, the use has the potential to create noises, lights, ands safety impacts that could negatively affect active agricultural operations which would impact the surrounding neighbors physically and financially. The use has the potential to create trespassing and public nuisance.

Chapter 5. Land Use

Goal 2. Support and encourage the agricultural use of agricultural lands.

- The area is agricultural and the placing of an RV resort has the potential to disrupt ongoing agricultural uses on surrounding properties due to the increase of traffic, public nuisance, and commercial-related uses within an agricultural area.

Policy 1. Encourage the protection of agricultural land for the production of food.

- The subject properties have been historically farmed. Approving a land use change and allowing an RV resort on the subject parcels would be taking 40 acres of prime farm ground out of farming production.

4. **Will the proposed use be injurious to other property in the immediate vicinity and/or negatively change the essential character of the area?**

Conclusion: The proposed use will be injurious to other properties in the immediate vicinity and would negatively change the essential character of the area.

Finding: The area is primarily agricultural, with very limited commercial and residential zoning located a little less than a mile north of the subject property. There are active farming operations surrounding the subject property. The addition of 105 RVs on the site is not compatible with the agricultural uses that also border the property.

Letters and testimony during the public hearing in opposition of the proposed use expressed concerns regarding traffic, public safety, noise, incompatible uses, and the potential of guests making their RV stay a permanent housing situation which would negatively impact their properties and character of the area.

Based on information and testimony received during the public hearing, the Board finds the proposed use will be injurious to other properties in the immediate vicinity and would negatively change the essential character of the area.

5. **Will adequate water, sewer, irrigation, drainage and stormwater drainage facilities, and utility systems be provided to accommodate the use?**

Conclusion: Adequate facilities for sewer, irrigation, drainage, stormwater, and utility systems will be provided to accommodate the use.

Finding: The applicant is proposing a centralized water system, centralized sewer system, and surface/pressurized irrigation. Stormwater is proposed to be retained on site. Development of the site will be required meet agency standards.

6. **Does legal access to the subject property for the development exist or will it exist at the time of development?**

   Conclusion: Legal access exists for the subject properties.

   Finding: The subject property has frontage on Lowell Road and Highway 55/Sunny Slope Road. The applicant is proposing two (2) access points along Lowell Road. Access will be constructed in accordance with Golden Gate Highway District when the site develops.

7. **Will there be undue interference with existing or future traffic patterns?**

   Conclusion: The project as proposed may cause undue interference with existing or future traffic patterns.

   Finding: The proposed 105 RV sites are estimated to generate 302 trips per day. The number of trips triggers the requirement for a traffic impact study which the applicant has provided. The study found that the area intersection currently meets the minimum thresholds and no turn lanes are warranted based on ITD turn lane guidelines and no improvements are needed to mitigate existing or future traffic operations; however, the study did not include the allowed uses being proposed on-site and the additional two (2) accesses that are being proposed on Highway 55/Sunny Slope Road. Therefore, the study did not consider all of the impacts for the area and the information provided by the study is not adequate. Therefore, the addition of 105 RV spaces has the potential to negatively impact existing and future traffic patterns.

8. **Will essential services be provided to accommodate the use, including, but not limited to, school facilities, police and fire protection, emergency medical services, irrigation facilities, and will the services be negatively impacted by such use or require additional public funding in order to meet the needs created by the requested use?**

   Conclusion: Essential services are provided to the site.

   Finding: All agencies were notified of the request; no comments were received. Information and public testimony received during the public hearing demonstrated an existing issue regarding emergency services response times and concerns regarding the proposal making the issue worse. Marsing Fire District is a volunteer fire department and the response time is inadequate for the proposed use.

Order

Based upon the Findings of Fact and Conclusions of Law contained herein, the Board of County Commissioners **denies** the appeal and upholds the Planning and Zoning Commission's decision for Case CU2022-0007, a conditional use permit to operate a Recreational Vehicle (RV) Park on Parcels R33566 and R33567.

Pursuant to Idaho Code §67-6519, the following actions may be taken to obtain approval:

- Provide a development plan that reduces the RV density and increase agritourism operations.
- Coordinate with local agencies (i.e. Marsing Fire District, Boise Project Board of Control, Canyon County Sheriff, Canyon Highway District, Idaho Transportation Department, etc.) to ensure adequate services and infrastructure will and can be provided including fair-share into future infrastructure improvements.

Pursuant to Section 67-6535 of the Idaho Code, the applicant has 14 days from the date of final decision to seek reconsideration prior to seeking judicial review.

APPEAL DENIED this 4 day of January, 2023.

BOARD OF COUNTY COMMISSIONERS
CANYON COUNTY,

	Yes	No	Did Not Vote
Commissioner Keri Smith	✓		
Commissioner Pam White		✓	
Commissioner Leslie Van Beek	✓		

Attest: Chris Yamamoto, Clerk

By: M. Bynes

Findings of Fact, Conclusions of Law, Conditions of Approval and Order

CU2022-0034-APL

1. The applicant, Borton-Lakey Law representing EW Real Estate, is requesting a conditional use permit to allow a Special events facility use within an "A" (Agricultural) Zoning District on parcel no. R33563010. The use includes an outdoor amphitheater with a seating capacity of up to 5,000 guests for concerts, events such as weddings, cidery, u-pick orchards, and other agritourism-supported activities.

2. Planning and Zoning Commission ("Commission") denied the application in Findings of Fact, Conclusions of Law and Order issued on December 15, 2022. Exhibit 4.

3. The applicant timely appealed the Commission's decision on December 29, 2022 pursuant to Canyon County Code §07-05-07. Exhibit 5.

4. Public hearing before the Canyon County Board of County Commissioners ("Board") was held July 25 and 26, 2023.

5. Notice of the public hearing was provided per CCZO §07-05-01. Affected agencies were noticed on June 12, 2023. Newspaper notice was published on June 14, 2023. Property owners within 600' were notified by mail on June 14, 2023 and updated on June 27, 2023. Full political notice was provided on June 12, 2023. The property was posted on July 6, 2023

6. The record is comprised of the following:

    a. Findings of Fact, Conclusions of Law and Order signed by the Planning and Zoning Commission ("Commission") on December 15, 2022. Exhibit 4.

    b. Written appeal filed by Borton-Lakey Law representing EW Real Estate, LLC, was submitted on December 29, 2022 pursuant to Canyon County Code §07-05-07. Exhibit 5.

    c. Testimony and evidence offered at the July 25 and 26, 2023 hearings before Board including the staff report and exhibits nos. 1 – 11. Audio records of the hearings have been made and preserved.

    d. On July 25 and 26, 2023, Exhibit 12-1 through 12-15 were submitted during the public hearing, but were not considered by the Board due to untimely submittal unless otherwise read directly into the record during the public hearing.

7. The following County ordinances are applicable to this decision: Canyon County Code §01-17 (Land Use/Land Division Hearing Procedures), Canyon County Code §07-05 (Notice, Hearing and Appeal Procedures), Canyon County Code §07-07 (Conditional use permits), Canyon County Code §07-02-03 (Definitions), Canyon County Code §07-10-27 (Land Use Regulations (Matrix)), Canyon County Code §07-14 (Use Standards.

8. A special use permit may be granted to an applicant if the proposed use is conditionally permitted by the terms of the ordinance, subject to conditions pursuant to specific provisions of the ordinance, subject to the ability of political subdivisions, including school districts, to provide services for the proposed use, and when it is not in conflict with the plan. Idaho Code § 67-6512.

9. Idaho Code §67-6535(2) requires the following: The approval or denial of any application required or authorized pursuant to this chapter shall be in writing and accompanied by a reasoned statement that explains the criteria and standards considered relevant, states the relevant contested facts relied upon, and explains the rationale for the decision based on the applicable provisions of the comprehensive plan, relevant ordinance and statutory provisions, pertinent constitutional principles and factual information contained in the record. The County's hearing procedures

adopted per Idaho Code §67-6534 require that final decisions be in the form of written findings, conclusions, and orders. CCZO §07-05-03(1)(I).

10. Upon the granting of a special use permit, conditions may be attached to a special use permit including, but not limited to, those: (1) Minimizing adverse impact on other development; (2) Controlling the sequence and timing of development; (3) Controlling the duration of development; (4) Assuring that development is maintained properly; (5) Designating the exact location and nature of development;(6) Requiring the provision for on-site or off-site public facilities or services; (7) Requiring more restrictive standards than those generally required in an ordinance; (8) Requiring mitigation of effects of the proposed development upon service delivery by any political subdivision, including school districts, providing services within the planning jurisdiction. Idaho Code § 67-6512.

Review standards for conditional use permits per §07-07-05 of the County ordinance

Upon review of the testimony and evidence, the Board finds and concludes the following regarding the Standards of (§07-07-05):

1. **Is the proposed use permitted in the zone by conditional use permit?**

   The subject property is zoned "A" (Agricultural). The applicant is requesting a Special events facility. Canyon County Zoning Ordinance §07-10-27 allows a Special events facility in the in the "A" (Agriculture) zone. through the approval of a Conditional use permit. Therefore, the Board finds, in concurrence with the Commission, that the proposed uses are permitted in the zone by conditional use permit.

2. **What is the nature of the request?**

   The applicant is requesting a conditional use permit to allow a special events facility to include an outdoor amphitheater with a seating capacity of up to 5,000 guests for concerts, events such as weddings, cidery, u-pick orchards, and other agritourism-supported activities. The subject property is not located within an area of city impact.

3. **Is the proposed use consistent with the Comprehensive Plan?**

   This question is intended to assess the proposed use through the lens of the County's long-term planning document. This is a separate analysis from the other specific zoning questions posed by the Board's ordinance. The 2020 Canyon County Comprehensive Plan is the appropriate planning document for this review because of the timing of when the application was filed. The Commission cited the following portions of the Plan to support the conclusion that the use is consistent with the Plan: Chapter 1, Policy 12; Chapter 2, Goal 2; Chapter 4, Economic Development section; Chapter 4, Goals 1 to 4; Chapter 4, Policies 2 to 6; Chapter 5, Goal 5; Chapter 8, Policy 3; Chapter 9, Policy 13 and 19; Chapter 10, Goal 1 and 2; Chapter 10, Policy 1, 3 and 6; Chapter 12, Policy 4 and 5. The 2020 Canyon County Comprehensive Plan Future Land Use Map (one component of the Plan) designates the area as agricultural in conformance the existing and requested zoning. The Board concurs with the Commission's evaluation of the Plan. The Plan as a whole supports the development of recreation, community design, utilization of agricultural lands for agriculture, and encourages broad economic development. The Board finds the proposed use generally consistent with the Plan for these reasons.

4. **Will the proposed use be injurious to other property in the immediate vicinity and/or negatively change the essential character of the area?**

   The applicant is requesting a conditional use permit to allow an "agritourism oriented special events facility" to include an outdoor amphitheater with a seating capacity of up to 5,000 guests for concerts, events such as weddings, a cidery, u-pick orchards, and permanent concessions serving farm-to-fork food during events.

   The area is predominantly zoned agricultural. Exhibit 6c. Limited commercial and residential zoning exists within a 1-mile radius of the subject property. The following chart from the staff report provides details on the uses within one (1) mile of the subject parcel:

	Existing Conditions within one (1) mile	Zoning
NW	Kindred Vineyards, Sunny Slope Subdivision 1, Newby Subdivision, The Orchard House, Sunny Slope Market, Sinclair, Williamson Orchard & Vineyards, single-family residences, active farmland and sporadic homesites.	A, CR-R, C1
N	Symms Fruit Ranch, Mountainland Apples Packing and Distribution Center, active farmland and sporadic homesites.	A
NE	Sawtooth Winery, Ste. Chapelle Winery, Williamson U-Pick Cherries, active farmland and sporadic homesites.	A
W	Hwy 55, Symms Fruit Ranch, active farmland.	A
SW	Active farmland and sporadic homesites.	A
S	Lizard Butte, active farmland and sporadic homesites.	A
SE	Active farmland and sporadic homesites	A, CR-R-R
E	Active farmland and sporadic homesites	A

The topography in the area makes it uniquely suited for vineyards and orchards and its development as a destination wine region has brought the area worldwide acclaim, as noted extensively in the record. The area is also promoted as such by the Idaho Wine Commission and Sunnyslope Wine Trail organizations. The special agricultural character area is what drew the applicant to make this application. Exhibit 2, Attachment 2 and Exhibit 6 (narrative portions). The applicant acknowledges the agricultural character of the area in its proposal and application and we find no dispute in the record or evidence that the character of this area and immediate vicinity surrounding the subject parcel is agricultural as defined by the County's Comprehensive Plan and ordinances.

Our chief concern is not with the agricultural portions of the proposal which are common in the vicinity—but with the scale of the amphitheater portion of the proposal. Special use events facilities have been permitted in the area as noted in the record; however, these facilities only accommodate comparatively minor gatherings. The 5,000-seat capacity amphitheater that is the focus of this proposal is intended to host major concerts and events. We are aware of no venue in the County that would accommodate this capacity that is not within city limits and with immediate Interstate access.

The applicant presents this use as complementary to the area's agritourism businesses and provides many letters and testimony to support the idea that such events could be economically positive to these businesses. In reviewing the applicant's materials, we don't believe that the applicant is denying that this amphitheater proposal would impact other properties in the immediate vicinity or character of the area. The applicants' position rather is that benefits brought by the amphitheater will outweigh mitigated injury and change. Exhibit 6 (narrative portion). A different question is then posed here to this Board: can sufficient mitigation be put in place to not make the use injurious to other property owners in the immediate vicinity or to negatively change the essential character of the area.

In reflecting on the substantial evidence submitted in this case, the Board believes that this question comes down to two specific impacts of the amphitheater proposal: 1) traffic and 2) sound.

Traffic. The applicant anticipated that amphitheater use would raise this issue and had a Traffic Impact Study (TIS) conducted. Exhibit 8. The Study tells the Board what we would expect: drawing 5,000 concert attendees to this rural agricultural area is going to create temporary, localized traffic delays. The record also contains comment from the agencies with roadway jurisdictions. The most recent comments from the Idaho Transportation Department were submitted on May 11, 2023, and June 1, 2023. Exhibit 9, Attachment 1. Canyon Highway District No. 4 submitted most recent comments were submitted on June 1, 2023, and June 7, 2023. Exhibit 9, Attachment 2. Both agencies provide proposed mitigation measures. Mitigation measures proposed by ITD would include advanced notice to the area residents through signage and direct mail. It was also suggested that temporary road closures and traffic diversions be utilized in order to keep traffic to the major arterials.

Emergency service agencies submitted letters concerning traffic impacts Canyon County Sheriff Department (Exhibit 9, Attachment 3), Marsing Ambulance (Exhibit 9, Attachment 5), and Canyon County Ambulance (Exhibit 9, Attachment 6). Caldwell Rural Fire District offered testimony from a representative at the hearing that supported the concerns expressed by the other agencies. Emergency service providers indicate that they do not have the staffing to manage this traffic surge and that the agencies are concerned that the traffic delays caused would interfere with their abilities to provide essential services to the area.

The Board also heard testimony and reviewed written comment from residential property owners and several local agricultural operators who expressed concerns with the disruption to their ability to travel, personal or for their agricultural operations, or to receive emergency services that could result from the traffic surges. At the hearing, several agricultural operators testified that their ability to move labor and equipment between parcels would be inhibited during these traffic surges. The agricultural operators indicated that their work, particularly in the growing season, often would continue into the evenings when the TIS indicated the traffic surges are likely to occur.

Sound. The second area of potential injury and change to the area is noise that would be created by the amphitheater when used as proposed. The applicant proposes several conditions to mitigate this disruption including decibel monitoring and event curfew. The applicant has also provided a sound study from Audio Lab LLC that asserts that the sound disruption will be minimal.

The Board heard and read concerns from area residents that they believed the sound from the active amphitheater would disrupt their quiet evenings at home, their sleep or their animals. An agricultural operator (Dunlap Hatchery), an area poultry producer, also testified that sporadic sudden loud noises would interfere with their animals creating production and economic difficulties.

In reviewing the evidence regarding sound impact, the Board does not find the sound study provided by the applicants to be persuasive. The testing done does not appear to have followed any particular scientific or professional standard. And the testing does not appear from the Board's view to replicate the applicant's proposed use. The Board cannot rely on this study as a demonstration that mitigation methods proposed would be effective. Common sense and the common experience of anyone who's attended a concert at large open-air venue leads the Board to believe that sound would be carried away from the venue to local properties. Exactly how far and to what extent is unclear. However, sound disruption would obviously interfere with the use and enjoyment with some residential uses and enjoyment if the sound were to reach the property at a sufficient level and we believe he testimony of agricultural operator to be credible if the sound were to reach the property at a sufficient level.

At the hearings, the timing and extent of traffic delays and noise impacts were debated, but their existence is not disputed. The traffic surges evidenced by the TIS and highway and emergency agencies comments would injure the other property owners in the immediate vicinity. The delays would be excessive and impact daily travel and agricultural operations. The mitigation methods proposed would satisfy the roadway jurisdictions; however, they do not significantly alleviate the burden the use would cause on local travel— personal, business or emergency. The extent of the noise impacts is not clear because of an insufficient sound study; however, common sense and experience tells us that property owners in the immediate vicinity will have their lives and/or livelihoods disrupted by the use. This injury has not been demonstrated to be mitigated by the proposed conditions. For these reasons, we find that the proposed use will be injurious to the other property owners in the immediate vicinity.

The Commission found that the character of the area is primarily agricultural in nature. The zoning, application, and extensive testimony support this conclusion. On top of that, this region is unique to the state and county. A 5,000-seat amphitheater is unquestionably outside of the normal here. We believe the position of the applicant is not that the application will not change the character of the area but that change will be positive. There are a number of local agritourism operators that believe in good faith that the change to the character of the area would be positive. Here, however, we have to disagree. The traffic disruption and noise impact would permanently disrupt the character of the area as it exists today. Traffic and noise are known to disrupt the area on the Fourth and this would overcome the region with similar disruptions multiple times a week from Spring to Fall. We do not see how the proposed mitigation would circumvent this. For these reasons, we find that the proposed use would negatively change the essential character of the area.

5. Will adequate water, sewer, irrigation, drainage and storm water drainage facilities, and utility systems be provided to accommodate the use?

Department of Environmental Quality provided comment. Exhibit 9, attachment 9. The applicant has agreed to install a centralized water and sewer system, surface water, gravity and pressurized irrigation. Stormwater is proposed to be retained on-site by utilizing swales and ponds. The applicant is willing to meet the standards of other agencies with jurisdictional authority (IDWR, SWHD) to ensure adequate water, sewer, irrigation, drainage, stormwater drainage, and utility systems will be provided to accommodate the use. For these reasons the Board find that adequate facilities for sewer, irrigation, drainage, stormwater, and utility systems will be provided at the time of development to accommodate the use.

6. Does legal access to the subject property for the development exist or will it exist at the time of development?

The subject property has frontage on Lowell Road and Highway 55/Sunny Slope Road. The existing access on Lowell Rd is consistent with historical agricultural practices. The applicant is proposing to utilize three (3) access points for the proposed use; one (1) will be located on Lowell Road and two (2) will be located on Highway 55.

Lowell Road is designated as a minor arterial and is maintained by Canyon Highway District No. 4. The access point on Lowell Rd is being proposed to be located at the western edge of the site frontage as requested by Canyon Highway District No. 4.

Highway 55 is designated as a principal arterial and is maintained by the Idaho Transportation Department (ITD). According to the traffic impact study, the two (2) new accesses being proposed on Highway 55 meet the driveway spacing requirements and have adequate sight distance.

Conditions could be included in the CUP to ensure access requirements are met. The Board finds that legal access for the subject property could exist at the time of development.

7. Will there be undue interference with existing or future traffic patterns?

According to the TIS report, the proposed 5,000-capacity special events facility is estimated to generate 1,316 trips during the peak arrival hour which is set as 4:00 PM – 5:00 PM on the days of events and is estimated to generate 1,967 trips during the peak departure hour which is set as 9:00 PM 10:00 PM on the days of events.

The Board received comments from ITD and CCHD4 after the TIS report. ITD has indicated that improvements to Highway 55 that would help accommodate these traffic surges from the amphitheater are planned yet unfunded. The applicant has agreed to mitigation measures recommended by ITD and CHD4. For instance, the applicant has agreed to have a traffic control and management plan for each event to minimize traffic impacts of the traffic surge.

The County Sheriff's Office summarized the TIS well in their written comment: "The TIS … shows the travel area between Farmway Rd and Lowell Rd is projected to operate with four to five times the number of vehicles to and from an event, unless it is widened to five lanes. This volume of traffic during an event could result in a thirty-two-minute travel time from Farmway Rd to the event site located on SH-55 or Sunnyslope Rd." The letter's conclusion is that the existing roadways cannot support these traffic surges.

In Board's review of the TIS and the agency and citizen comments discussed here and above, we concur with Commission and the Sheriff's Office. The proposed amphitheater would generate traffic surges that would cause substantial and excessive delays on the existing roadways for regular roadway users, agricultural operators and emergency service providers. The mitigation measures proposed would provide advanced notice to roadway users and elevate some congestion on non-arterials roads. The Board does not believe the mitigation measures demonstrate a significant relief from the interference with the existing traffic patterns. The mitigation measures only place a burden on existing roadway users to avoid the traffic pattern interference, they don't remedy the problem.

The Board also interprets the term "future traffic patterns" to mean those that would result from applicant improvements or are in active development. We believe that reliance on a planned but unfunded improvement is too speculative a commitment to rely on for mitigation purposes.

For the reasons stated, the Board finds that the proposed amphitheater use would cause undue interference with existing and future traffic patterns.

8. **Will essential services be provided to accommodate the use, including, but not limited to, school facilities, police and fire protection, emergency medical services, irrigation facilities, and will the services be negatively impacted by such use or require additional public funding in order to meet the needs created by the requested use?**

The subject property is located within Canyon Highway District No. 4, Marsing Fire District, Vallivue School District, Marsing Ambulance Service, Canyon County Ambulance District, and Boise Project Board of Control. Canyon County Sheriff is the only law enforcement agency with jurisdiction in this area. Written comment from these agencies are located in Exhibit 9. The Board also received comment from the Caldwell Rural Fire District, which does not provide services to the property, but utilizes the roadways here.

The Board relies on these agencies to assess the impact of a use on the services they provide. No comment was received from the school district and the Board has no concern for impact on the school district. Based on the comments received, the Board believes that essential services are available for water, irrigation, and sanitation that the mitigation proposed would resolve any potential negative impacts.

The Board after reviewing the comments from law enforcement, fire and emergency providers does not find that the agencies made any straightforward assertions that they could provide essential services to accommodate the use. Most described the negative impact the amphitheater use would have on their ability to provide essential services during the traffic surges. Some of the agencies asked for mitigation measures including having the applicant provide emergency medical personnel and a helipad in order for medical service to be provided by a private provider. These agencies are, in our view, telling the Board that they cannot provide these essential services to accommodate the use and that their services would be negatively impacted by the proposed use. The Board also infers from their statements that additional public funding would be necessary to meet the needs created by the requested use including road improvement and labor associated with traffic mitigation personnel and emergency service personnel necessary because of the use.

Accordingly, the Board finds that the essential services are not provided to accommodate, that essential services will be negatively impacted by the use and that additional public funding would be required due to the use.

Order

Based upon the Findings of Fact, Conclusions of Law contained herein, the Board of County Commissioners deny the appeal of Case #: CU2022-0034-APL upholding the Commission's denial of the conditional use permit Case # CU2022-0034.

Pursuant to Idaho Code § 67-6519, the following actions may be taken to obtain approval:

1. Consider reducing the capacity of the amphitheater to fit the character of the area and address injuries to other property owners in the immediate vicinity; and
2. Consider additional coordination with local agencies to ensure that roadways and essential services are available and adequate to meet the demands of the use without increased burden on the public; and
3. Consider developing a sound study and exterior lighting study that would demonstrate that the impacts on the character of the area and injury to other property owners in the immediate vicinity are mitigated.

DATED this 24 day of August, 2023.

CANYON COUNTY BOARD OF COMMISSIONERS

	Yes	No	Did Not Vote
Did not participate in hearing Commissioner Leslie Van Beek			X
Brad Holton Commissioner Brad Holton	X		
Commissioner Zach Brooks	X		

Attest: Chris Yamamoto, Clerk

By: Deputy

Date: 8-24-23

Exhibit C8

Findings of Fact, Conclusion of Law, Conditions of Approval, and Order
TP-AD2015-93 – Symms Fruit Ranch, Inc. – Farmworker Housing

Findings:

§07-02-03: Definitions Enumerated:
The Canyon County Zoning Ordinance defines **Temporary Use** as: ***"A land use intended to last or continue for a limited time".***
Finding: Symms Fruit Ranch, Inc. is proposing three residences for seasonal farmworker housing.

§07-15-03: Application, Procedure, Approval, Renewal, Revocation:
(2) Compliance with the Code: Prior to issuance of a director's administrative decision, the subject property shall be in compliance with the public nuisance ordinance (Chapter 2, Article 1 of this code), the building code (Chapter 6 of this code), and with all other articles of this chapter.
Finding: Staff finds the property is in compliance with the public nuisance ordinance.

(3) Compliance with All Applicable Regulations: The property shall comply with all applicable federal, state, and county laws, ordinances, rules and regulations that pertain to the property and/or business.
Finding: Staff finds there is no evidence of violations of applicable federal, state, and county laws, ordinances, rules, and regulations that pertain to the property and/or business.

(4) Compliance with County Ordinances: The property shall be in compliance with the Canyon County Zoning Ordinance, Public Nuisance Ordinance and Building Ordinance.
Finding: Staff finds the property is in compliance with Canyon County ordinances.

(5) Nontransferable: This permit is not transferable to any other property or individual and is not valid for any business or use other than that specifically approved by the Director.
Finding: The permit is not transferable and will be a noted condition of approval.

(6) Parking: Off street parking shall be provided in accordance with Article 13 of this chapter. No parking space shall be located in any public right-of-way.
Finding: There is adequate space for off street parking and, if approved, will be a noted condition of approval.

Temporary Use Permit Additional Requirements/Standards § 07-15-05.
(1) The proposed use is listed as a temporary use under §07-15-05.
Finding: The proposed use is for housing on a temporary basis for seasonal farmworkers participating in the federal H2A program.

CONDITIONS OF APPROVAL:

1. The applicants and subject property shall comply with applicable federal, state, and county laws, ordinances, rules and regulations.

2. The property shall be in compliance with the Canyon County Zoning Ordinance, Public Nuisance Ordinance and Building Ordinance.

3. Nontransferable: This permit is not transferable to any other property or individual and is not valid for any business or use other than that specifically approved by the Director.

4. Parking: Off street parking shall be provided in accordance with Article 13 of this chapter. No parking space shall be located in any public right-of-way.

5. The temporary use shall comply with all applicable agency requirements.

6. The erection of a six foot privacy fence north, east, and south of the proposed project area as depicted in the applicant's site plan in Exhibit 2 to help contain all residential activity related to the temporary use. The fence shall be erected prior to the issuance of a certificate of occupancy for the dwellings.

7. A private road shall be constructed in accord with CCZO §07-10-03, Private Road and Driveway Requirements, to serve all dwellings utilizing the approach indicated on the applicant's site plan in Exhibit 2. The private road shall be completed prior to the issuance of a certificate of occupancy for the dwellings.

DECISION:

Based upon the Temporary Use application review criteria and standards along with the Findings of Fact and Conditions of Approval contained herein, the Director approves the application for a temporary use for a temporary home while a single-family dwelling is being constructed.

Patricia Nilsson — January 25, 2016

Patricia Nilsson, Director
Canyon County Development Services

Date

Appeal by Affected Person: Any affected person who is aggrieved by the director's decision may file a written notice of appeal in accordance with section 07-05-07, "Appeal Of Director Administrative Decision", of this chapter.

State of Idaho)
S.S.
County of Canyon)

On this 25th day of January, in the year of 2016, before me Stephanie Hailey, a Notary Public, personally appeared Patricia Nilsson, personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same.

Stephanie Hailey
Notary Public
My Commission Expires on: June 19, 2019

STEPHANIE HAILEY NOTARY PUBLIC STATE OF IDAHO

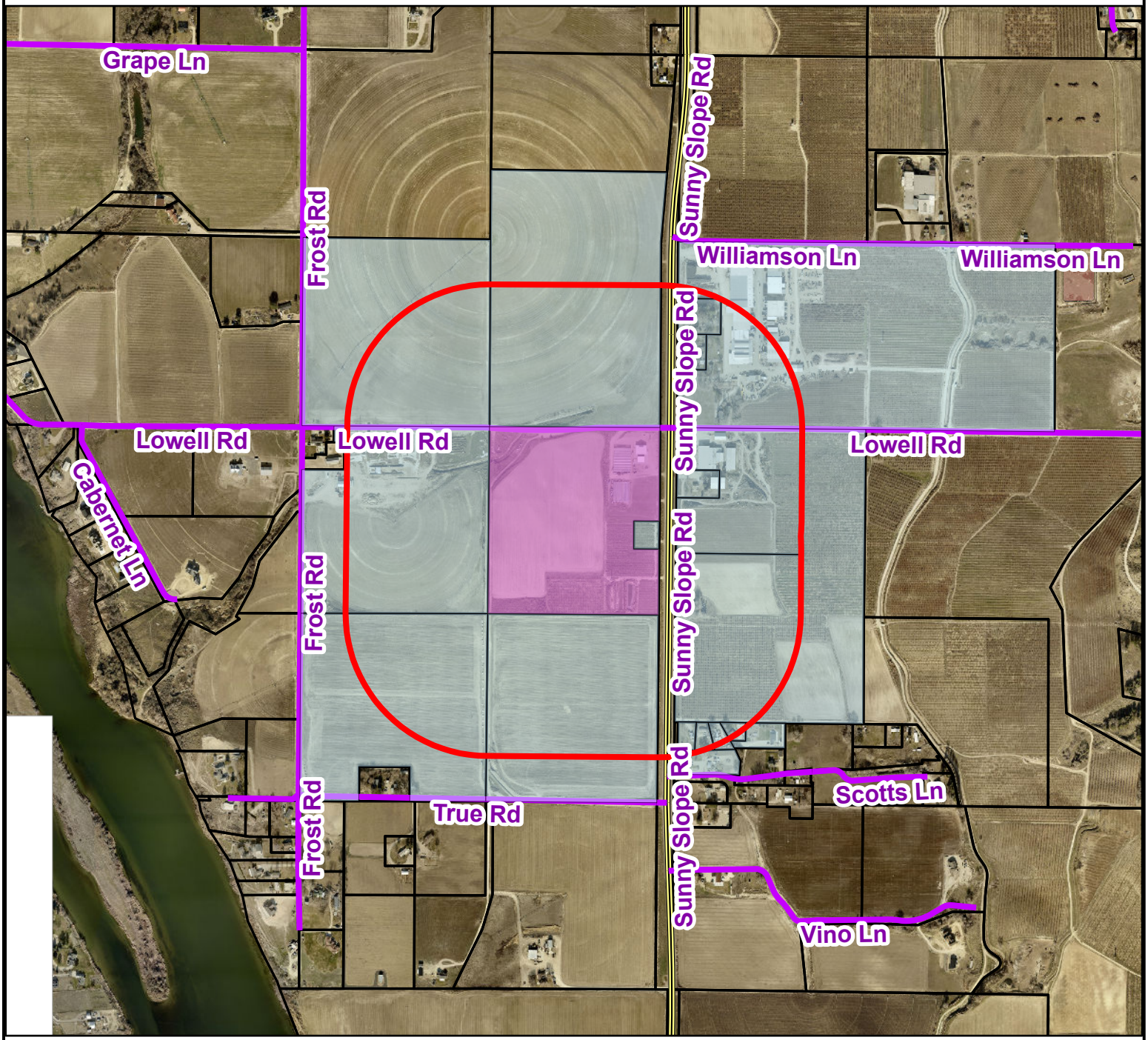
Neighborhood Notification Map
Parcel No. R33566
Buffer Distance 1000 Feet

This map is for informational purposes only and does not suggest approval of the project.

Canyon County
Development Services
111 N. 11th Ave ROOM 310
Caldwell, ID 83605

Date: 4/10/2026
By: mvanderveen

Exhibit C9.1



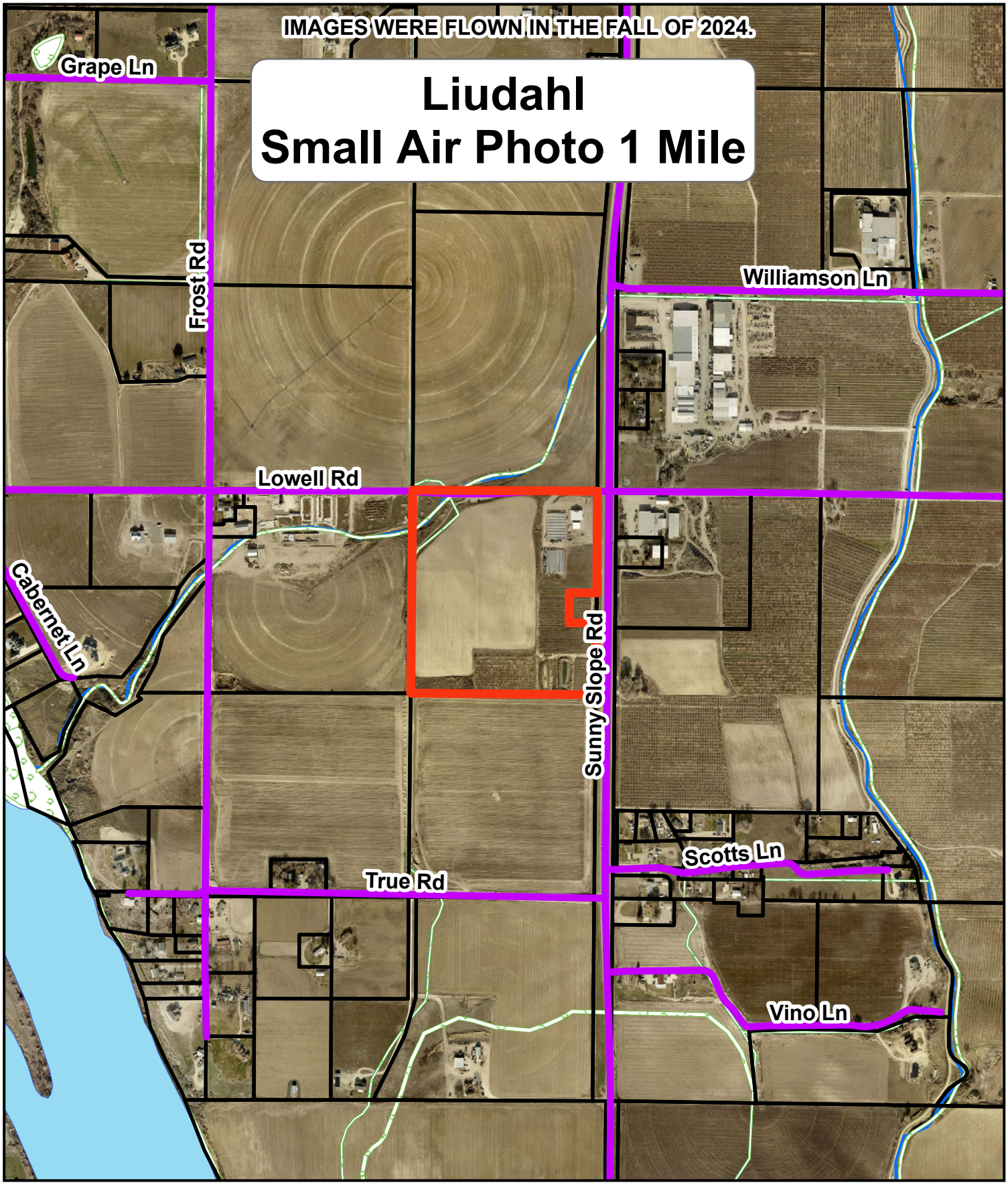
Legend

- NOTIFICATION BUFFER
- SUBJECT_PROPERTY
- NOTIFIED PARCELS
- TAX PARCELS
- Highway
- Interstate
- Local Road

SCALE

0 0.25 0.5 Miles

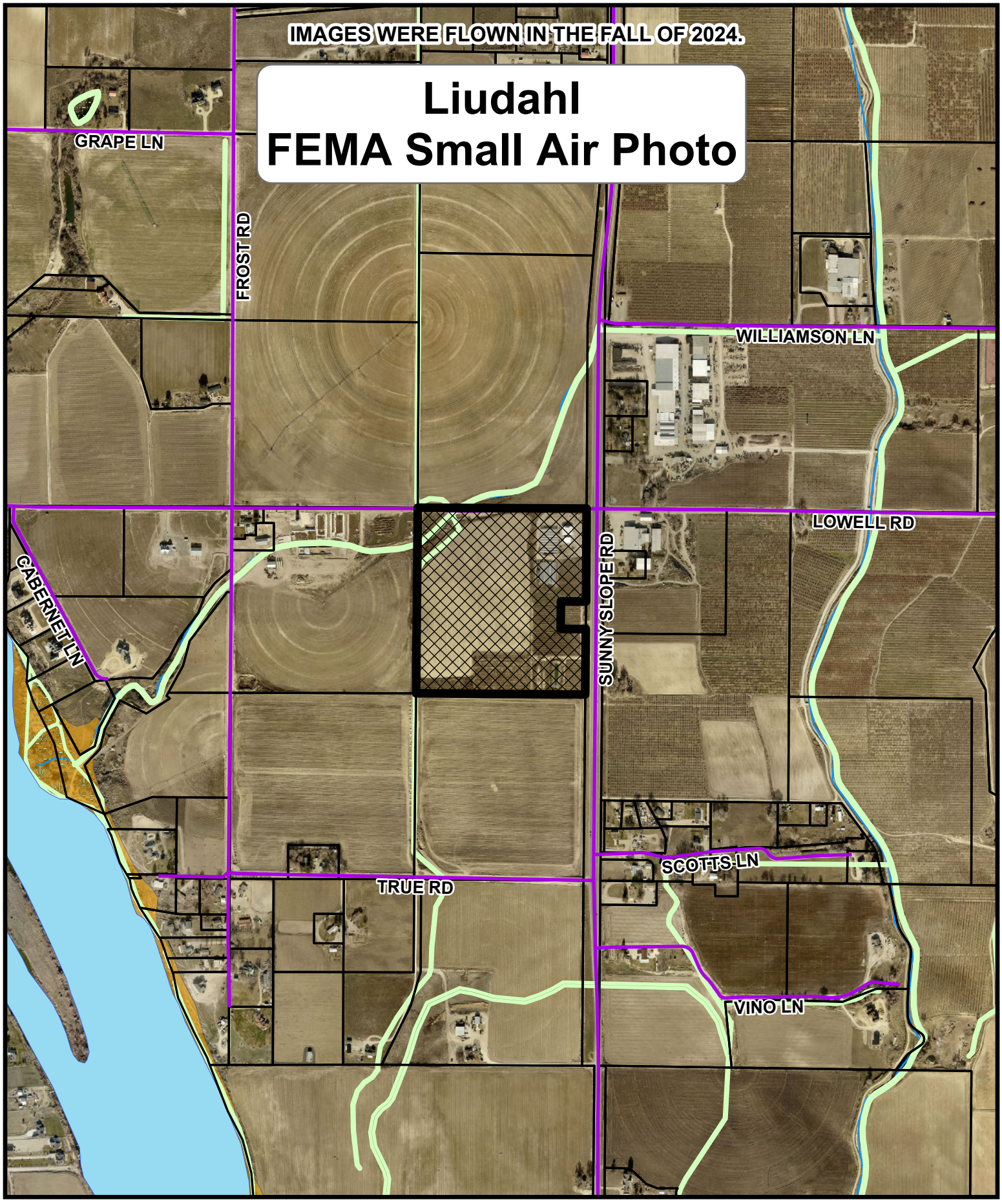
Neighborhood listings and maps are provided "as-is" without warranties on accuracy, completeness, or timeliness. Users are solely responsible for determining their appropriateness for decision-making. Canyon County, ID makes no guarantees, express or implied, including fitness for any particular use. Maps are dynamic and subject to ongoing revisions; they do not represent a survey. Neither Canyon County nor its employees assume liability for any errors or damages arising from the use of this information.



City_Limits
Wetlands

0 0.25 0.5 Miles

Exhibit C9.2


IMAGES WERE FLOWN IN THE FALL OF 2024.
Liudahl
FEMA Small Air Photo
GRAPE LN
FROST RD
WILLIAMSON LN
LOWELL RD
SUNNY SLOPE RD
CABERNET LN
SCOTTS LN
TRUE RD
VINO LN
Legend
SUBJECT_PROPERTY
TAXLOTS
WETLANDS
A
AE
X
Exhibit C9.3
400 0 400
Feet

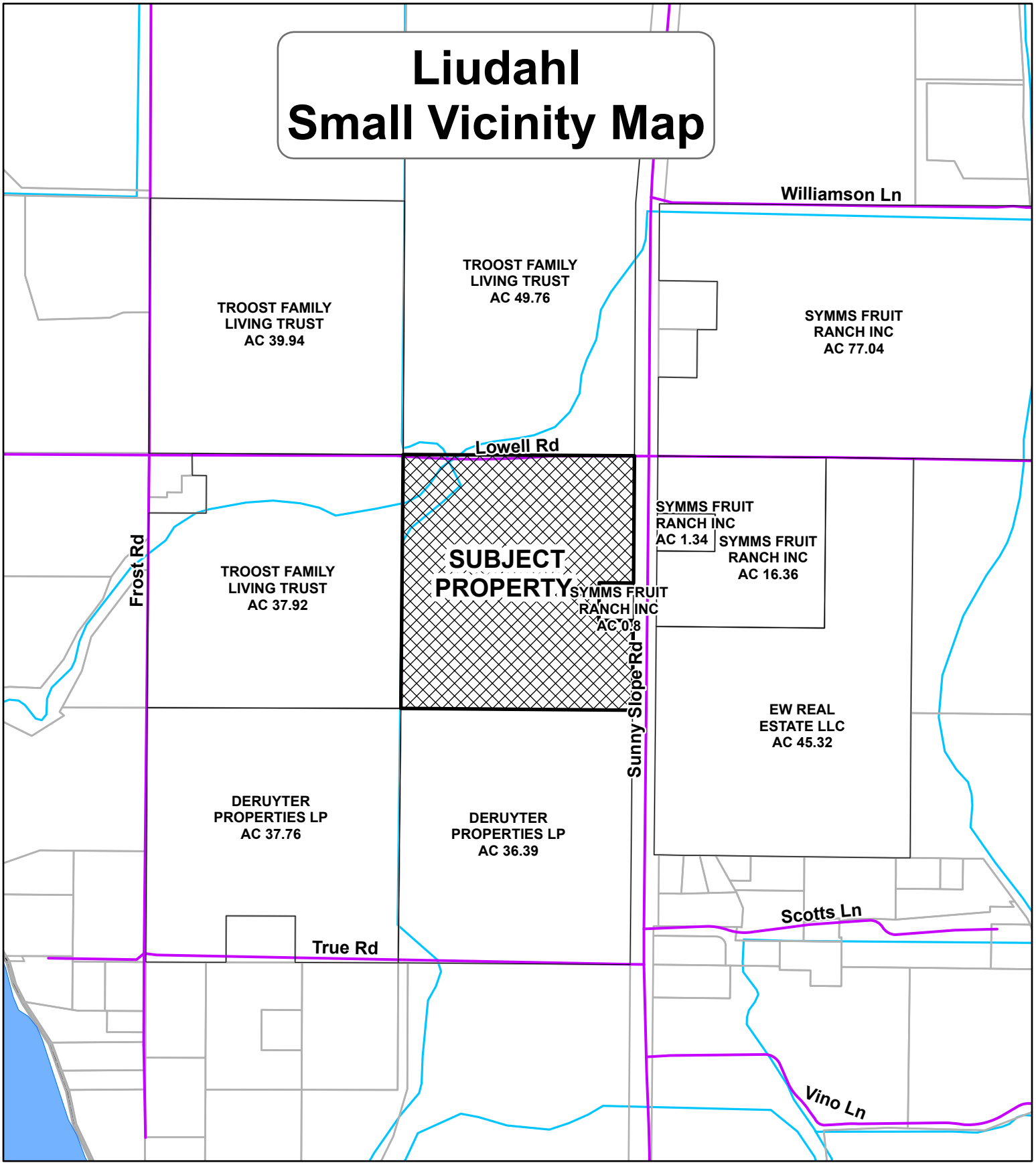
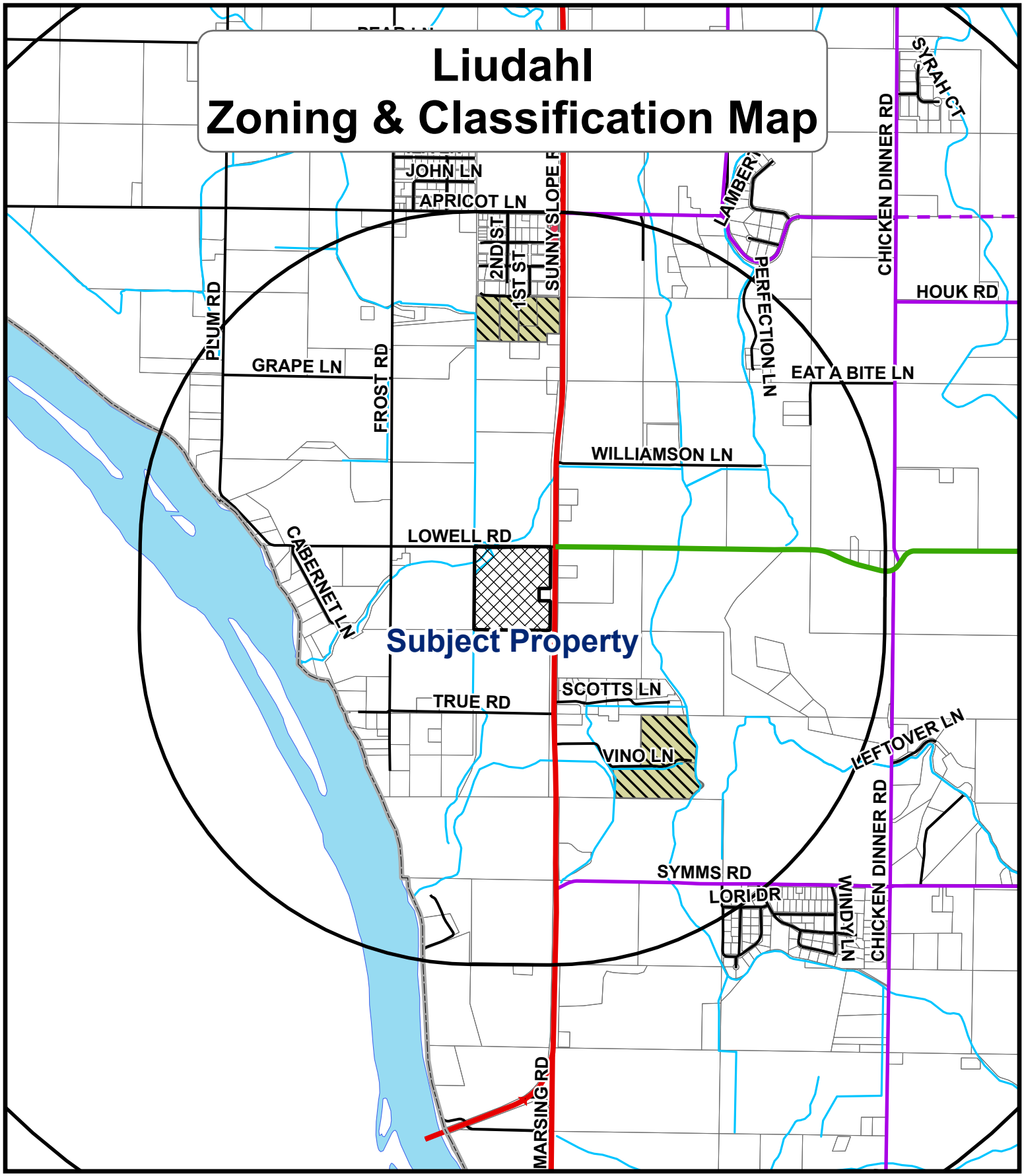
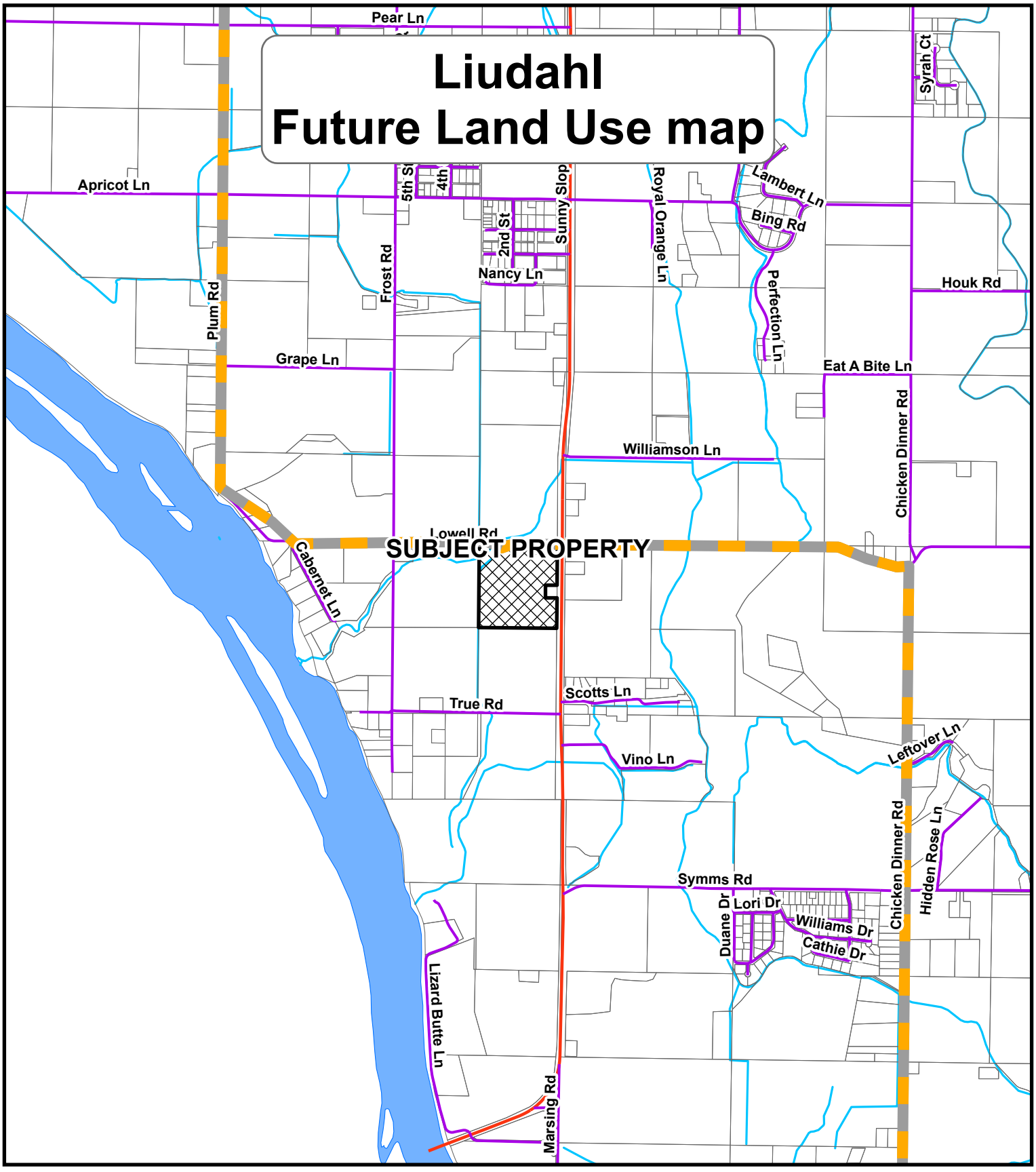

Liudahl
Small Vicinity Map
Williamson Ln
TROOST FAMILY
LIVING TRUST
AC 39.94
TROOST FAMILY
LIVING TRUST
AC 49.76
SYMMS FRUIT
RANCH INC
AC 77.04
Lowell Rd
Frost Rd
TROOST FAMILY
LIVING TRUST
AC 37.92
SUBJECT
PROPERTY
SYMMS FRUIT
RANCH INC
AC 1.34
SYMMS FRUIT
RANCH INC
AC 16.36
SYMMS FRUIT
RANCH INC
AC 0.8
Sunny Slope Rd
EW REAL
ESTATE LLC
AC 45.32
DERUYTER
PROPERTIES LP
AC 37.76
DERUYTER
PROPERTIES LP
AC 36.39
Scotts Ln
True Rd
Vino Ln
N
W
E
S
CANYON COUNTY, IDAHO
DEVELOPMENT SERVICES
GEOGRAPHICAL INFORMATION SYSTEMS
0
0.2
0.4
Miles

Exhibit C9.4


Liudahl
Zoning & Classification Map
JOHN LN
APRICOT LN
2ND ST
1ST ST
SUNNYSLOPE R
LAMBERT
PERFECTION LN
SYRAH CT
CHICKEN DINNER RD
HOUK RD
PLUM RD
FROST RD
GRAPE LN
EAT A BITE LN
WILLIAMSON LN
LOWELL RD
CABERNET LN
Subject Property
SCOTTS LN
TRUE RD
VINO LN
LEFTOVER LN
SYMMS RD
LORI DR
WINDY LN
MARSING RD
RR
CR-RR
R1
CR-R1
R2
C
C1
CR-C1
C2
CR-C2
M1
CR-M1
M2
AG
INTERSTATE
OTHER FREEWAY/ EXPRESSWAY
PROPOSED OTHER FREEWAY/ EXPRESSWAY
PRINCIPAL ARTERIAL
PROPOSED PRINCIPAL ARTERIAL
MINOR ARTERIAL
PROPOSED MINOR ARTERIAL
COLLECTOR
PROPOSED COLLECTOR
Exhibit C9.5
0
0.25
0.5
Miles


Liudahl
Future Land Use map
Pear Ln
Apricot Ln
Grape Ln
Plum Rd
Frost Rd
5th St
4th
2nd St
Nancy Ln
Sunny Slop
Royal Orange Ln
Lambert Ln
Bing Rd
Perfection Ln
Houk Rd
Eat A Bite Ln
Syrah Ct
Chicken Dinner Rd
Williamson Ln
Lowell Rd
SUBJECT PROPERTY
Cabernet Ln
True Rd
Scotts Ln
Vino Ln
Leftover Ln
Hidden Rose Ln
Symms Rd
Duane Dr
Lori Dr
Williams Dr
Cathie Dr
Lizard Butte Ln
Marsing Rd
CANYON COUNTY, IDAHO
DEVELOPMENT SERVICES
GEOGRAPHICAL INFORMATION SYSTEMS
Future Land Use 2030
COMMERCIAL
INDUSTRIAL
RESIDENTIAL
RURAL RESIDENTIAL
Exhibit C9.6
0
0.5
1
Miles

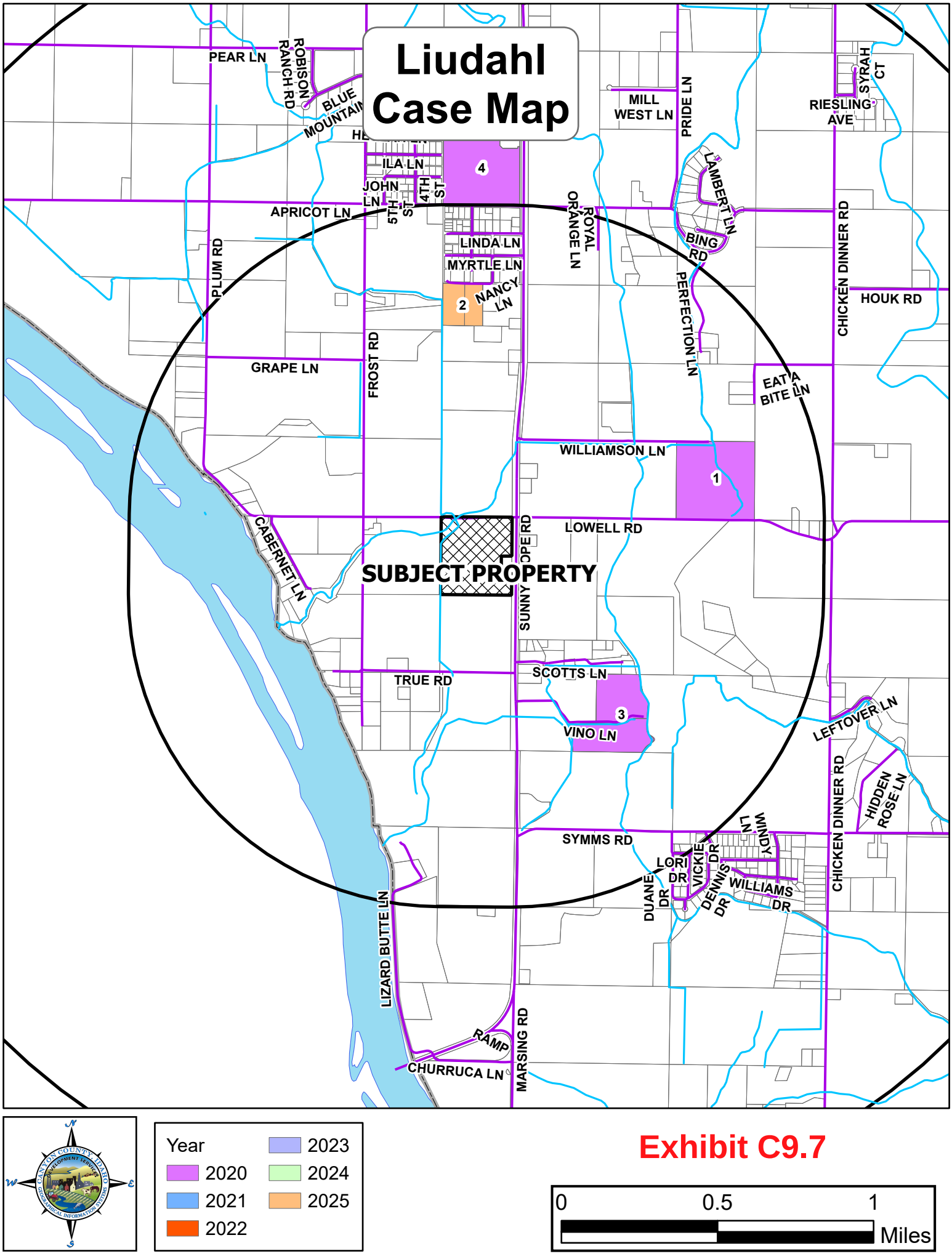

Liudahl
Case Map
PEAR LN
ROBISON RANCH RD
BLUE MOUNTAIN
ILA LN
JOHN LN
5TH ST
4TH ST
APRICOT LN
PLUM RD
LINDA LN
MYRTLE LN
NANCY LN
ROYAL ORANGE LN
MILL WEST LN
PRIDE LN
LAMBERT LN
BING RD
PERFECTION LN
SYRAH CT
RIESLING AVE
CHICKEN DINNER RD
HOUK RD
GRAPE LN
FROST RD
EAT A BITE LN
WILLIAMSON LN
CABERNET LN
LOWELL RD
SUBJECT PROPERTY
SUNNY SLOPE RD
TRUE RD
SCOTTS LN
VINO LN
LEFTOVER LN
HIDDEN ROSE LN
SYMMS RD
WINDY LN
VICKIE DR
LORI DR
DENNIS DR
WILLIAMS DR
DUANE DR
LIZARD BUTTE LN
RAMP
CHURRUCA LN
MARSING RD
1
2
3
4
Year
2020
2021
2022
2023
2024
2025
0
0.5
1
Miles

Exhibit C9.7

Exhibit C9.7a

CASE SUMMARY

ID	CASENUM	REQUEST	CASENAME	FINALDECIS
1	CU2019-0029	Special Events Facility	Dandrew Wine, LLC	APRPOVED
2	CR2022-0027	Rezone AG to CR-RR	Hess	APPROVED
3	CR2019-0019	Rezone AG to CR-RR,partial parcel rezone	Leavitt Trust	APPROVED
4	RZ2019-0004	Rezone AG to R1 & Comp Plan Map Change AG to Com & Res	Troost	DENIED

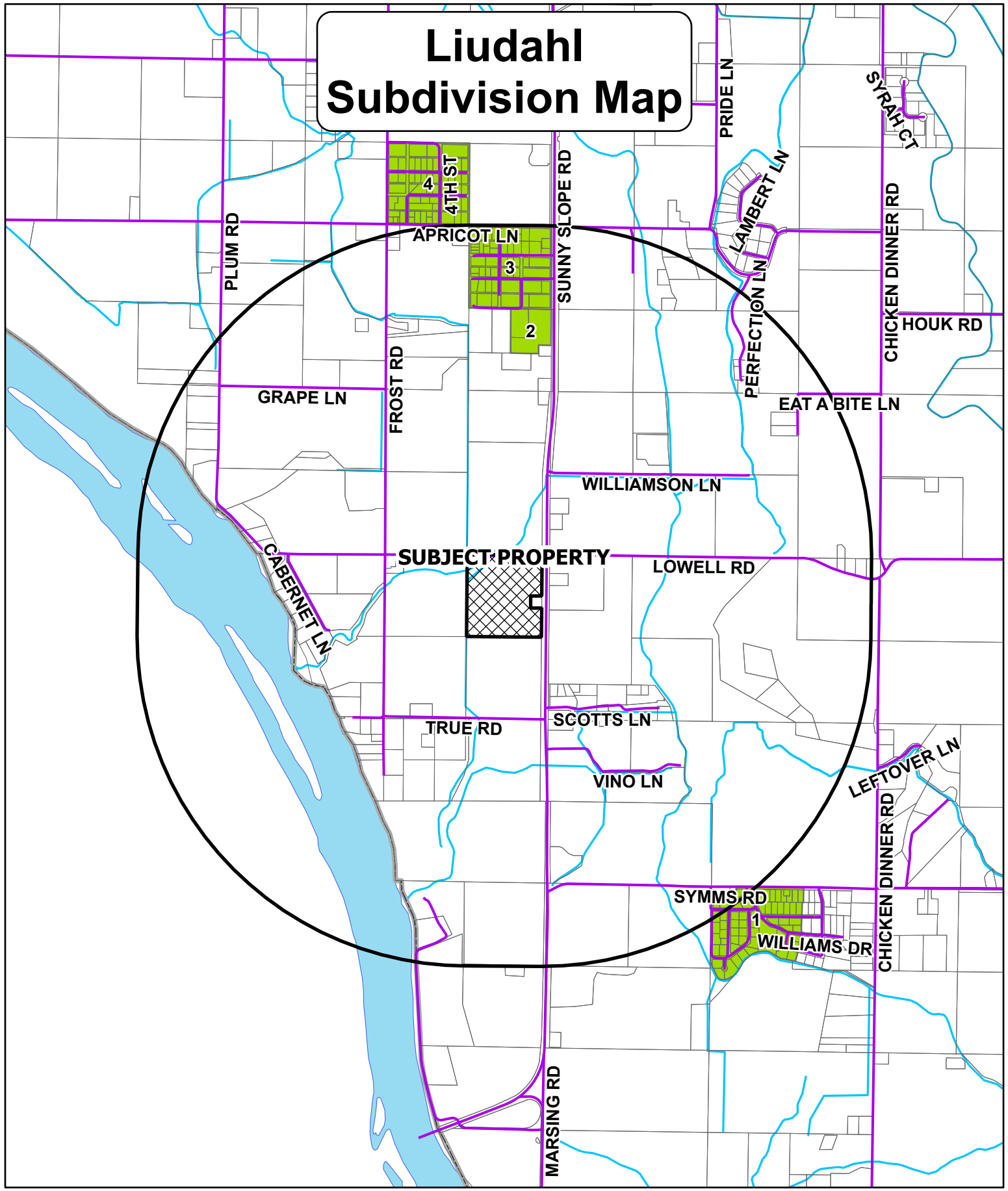

Liudahl
Subdivision Map
PRIDE LN
SYRAH CT
LAMBERT LN
CHICKEN DINNER RD
4TH ST
4
APRICOT LN
3
2
SUNNY SLOPE RD
PLUM RD
FROST RD
PERFECTION LN
HOUK RD
GRAPE LN
EAT A BITE LN
WILLIAMSON LN
SUBJECT PROPERTY
LOWELL RD
CABERNET LN
TRUE RD
SCOTTS LN
VINO LN
LEFTOVER LN
SYMMS RD
1
WILLIAMS DR
MARSING RD
SUBDIVISIONS
Plat Type,Plat Status
Preliminary,Approved
Preliminary,Pending
MOBILE HOME PARKS
Exhibit C9.8
0
0.25
0.5
Miles

Exhibit C9.8a

SUBDIVISION & LOT REPORT

NUMBER OF SUBS	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE
4	128.31	177	0.72

NUMBER OF SUBS IN PLATTING	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE
0			

NUMBER OF LOTS NOTIFIED	AVERAGE	MEDIAN	MINIMUM	MAXIMUM
19	20.31	1.73	0.43	77.05

NUMBER OF MOBILE HOME PARKS	ACRES IN MHP	NUMBER OF SITES	AVG HOMES PER ACRE	MAXIMUM
0				

PLATTED SUBDIVISIONS

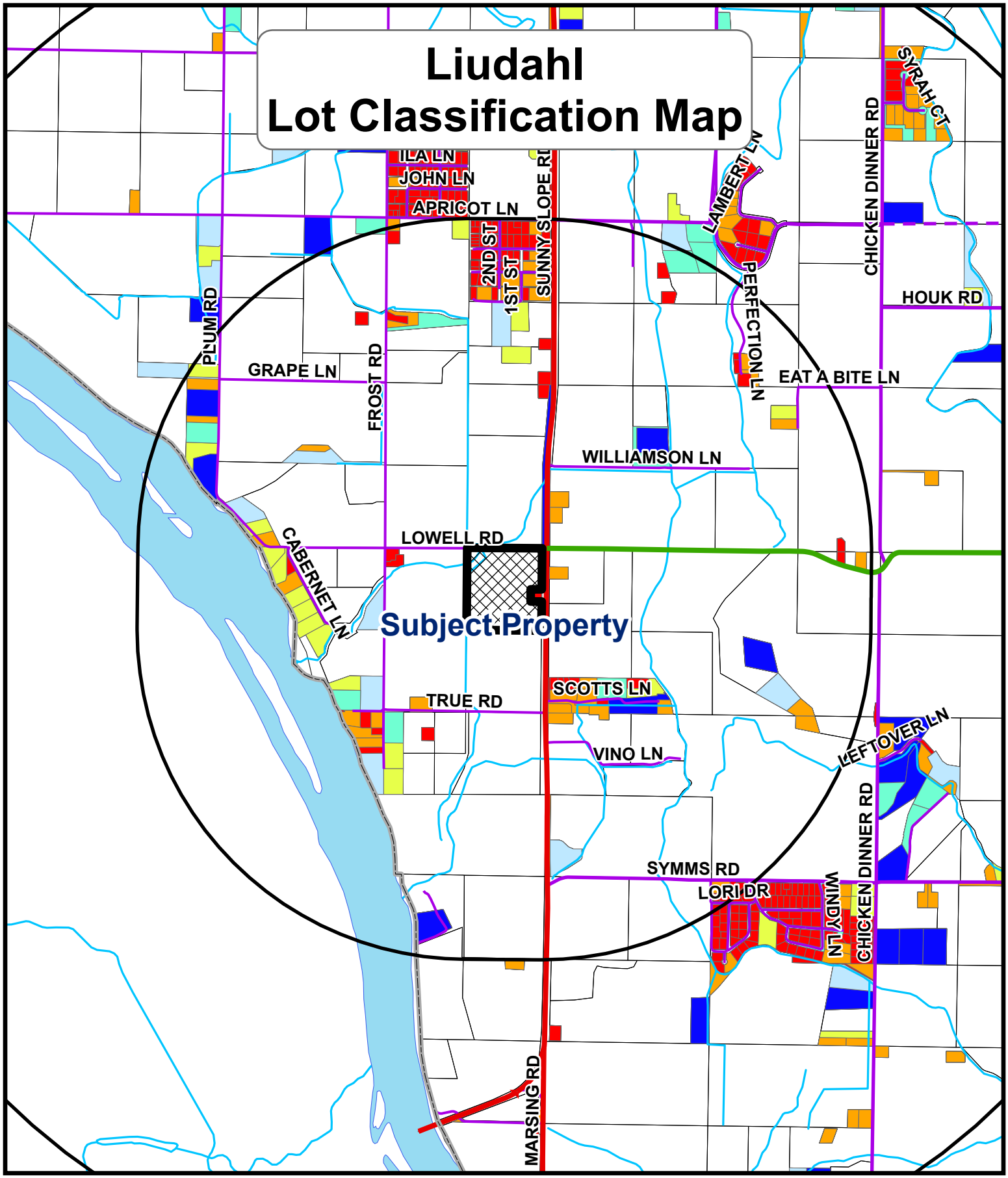
SUBDIVISION NAME	Label	LOCATION	ACRES	NO. OF LOTS	AVERAGE LOT SIZE	CITY OF…	Year
HAGEN'S MOBILE ESTATES #1	1	3N4W35	38.37	64	0.60	COUNTY (Canyon)	1971
NEWBY SUBDIVISION	2	3N4W22	10.00	2	5.00	COUNTY (Canyon)	2018
SUNNY SLOPE SUB #1	3	3N4W22	40.03	56	0.71	COUNTY (Canyon)	1948
SUNNY SLOPE SUB #2	4	3N4W15	39.91	55	0.73	COUNTY (Canyon)	1950

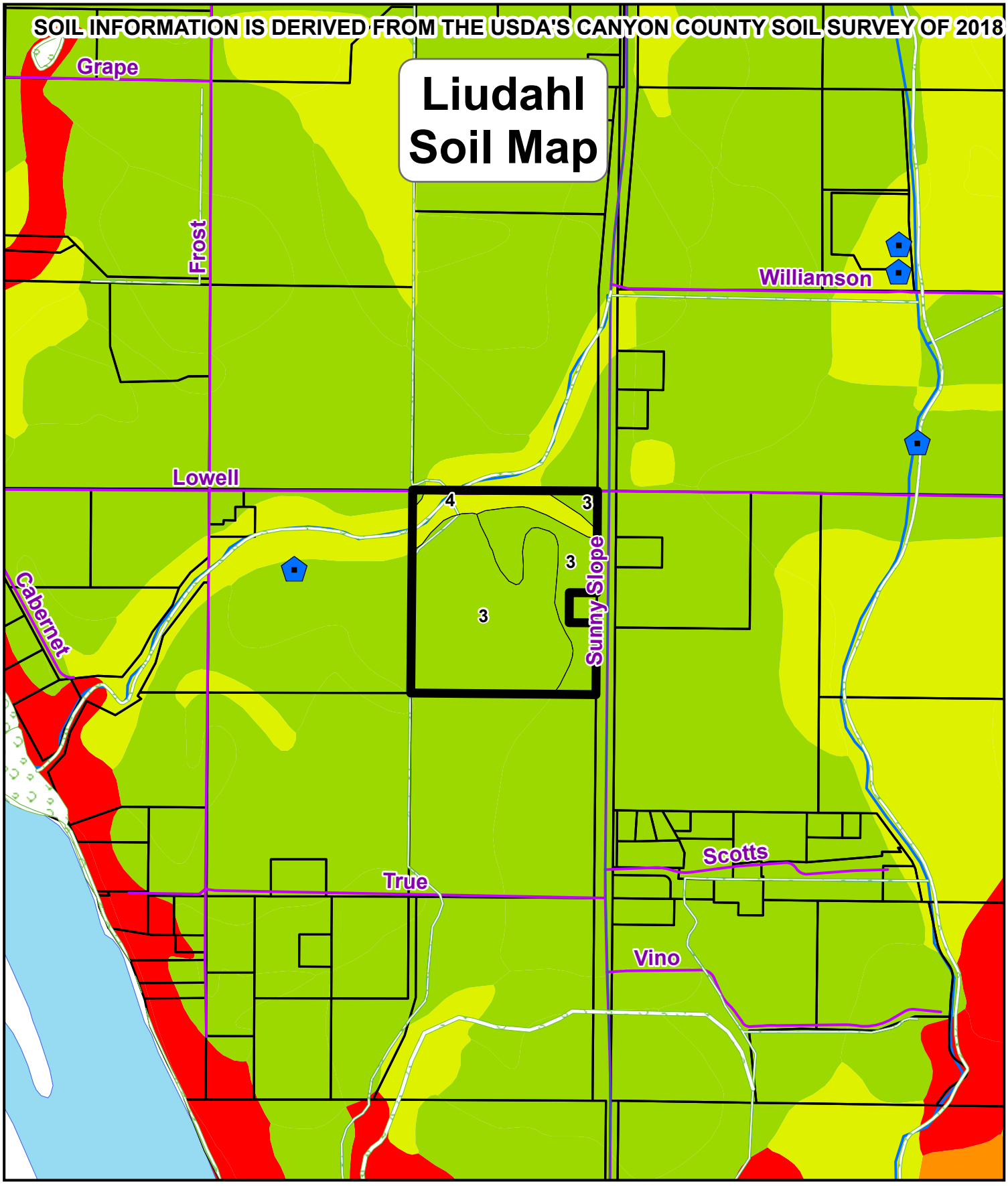
SUBDIVISIONS IN PLATTING

SUBDIVISION NAME	ACRES	NO. OF LOTS	AVERAGE LOT SIZE

MOBILE HOME & RV PARKS

SUBDIVISION NAME	SITE ADDRESS	ACRES	NO. OF SPACES	UNITS PER ACRE	CITY OF…


Liudahl
Lot Classification Map
ILA LN
JOHN LN
APRICOT LN
2ND ST
1ST ST
SUNNY SLOPE RD
LAMBERT LN
SYRAH CT
CHICKEN DINNER RD
HOUK RD
PERFECTION LN
PLUM RD
GRAPE LN
FROST RD
EAT A BITE LN
WILLIAMSON LN
LOWELL RD
CABERNET LN
Subject Property
SCOTTS LN
TRUE RD
VINO LN
LEFTOVER LN
SYMMS RD
LORI DR
WINDY LN
MARSING RD
Lot Size
0.0 - 1.0
1.1 - 2.0
2.1 - 3.0
3.1 - 4.0
4.1 - 5.0
5.1 - 6.0
INTERSTATE
OTHER FREEWAY/ EXPRESSWAY
PROPOSED OTHER FREEWAY/ EXPRESSWAY
PRINCIPAL ARTERIAL
PROPOSED PRINCIPAL ARTERIAL
MINOR ARTERIAL
PROPOSED MINOR ARTERIAL
COLLECTOR
PROPOSED COLLECTOR
Exhibit C9.9
0
0.25
0.5
Miles


SOIL INFORMATION IS DERIVED FROM THE USDA'S CANYON COUNTY SOIL SURVEY OF 2018
Liudahl
Soil Map
Grape
Frost
Williamson
Lowell
Cabernet
Sunny Slope
True
Scotts
Vino
4
3
3
3
Nitrate Priority Wells
0.005000 - 2.000000
2.000001 - 5.000000
5.000001 - 10.000000
10.000001 - 49.800000
IDWR_2C_Geothermal_
Wetlands
Exhibit C9.10
0
0.25
0.5
Miles

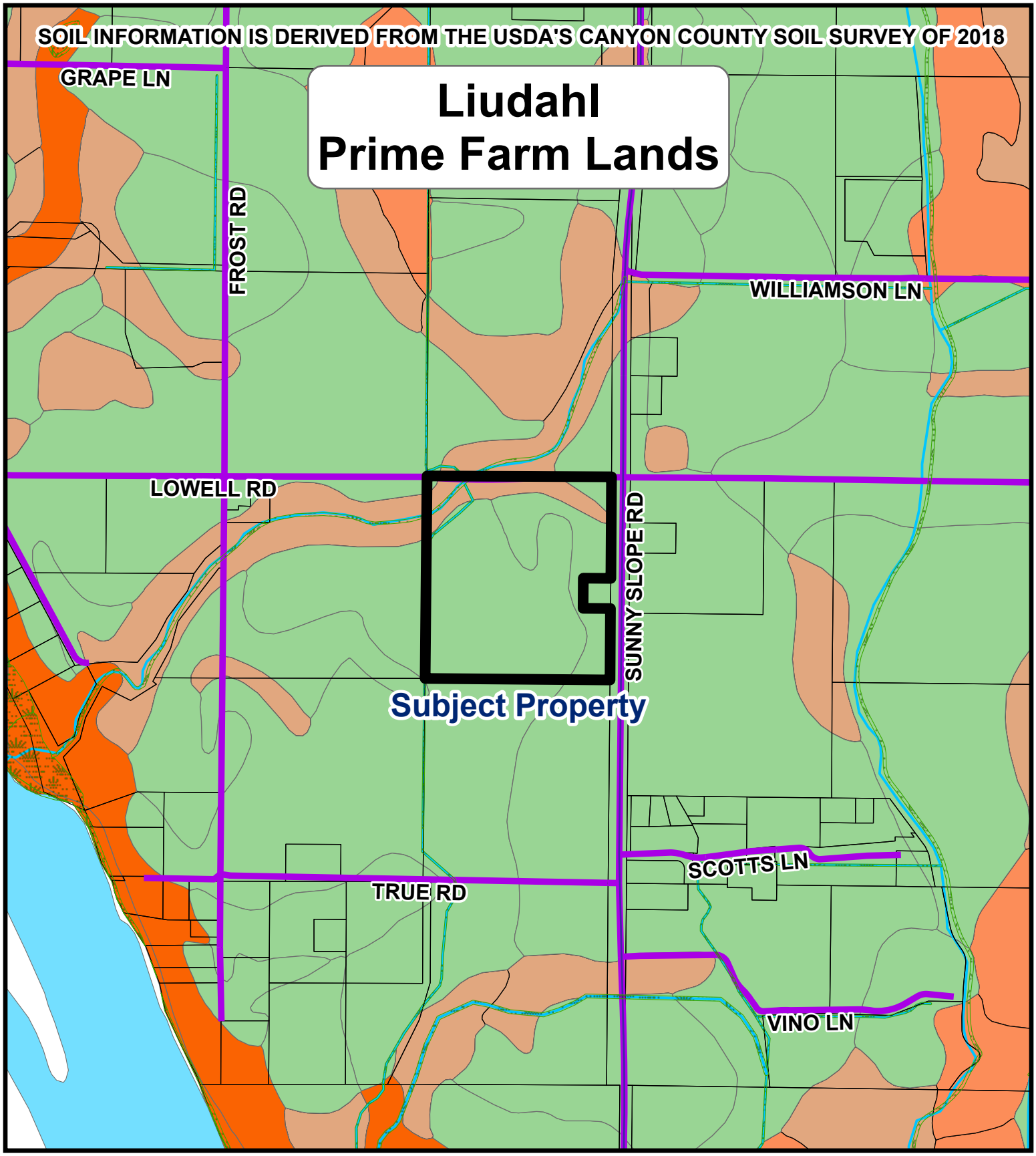


Exhibit C9.11

Exhibit C9.12

SOIL REPORT

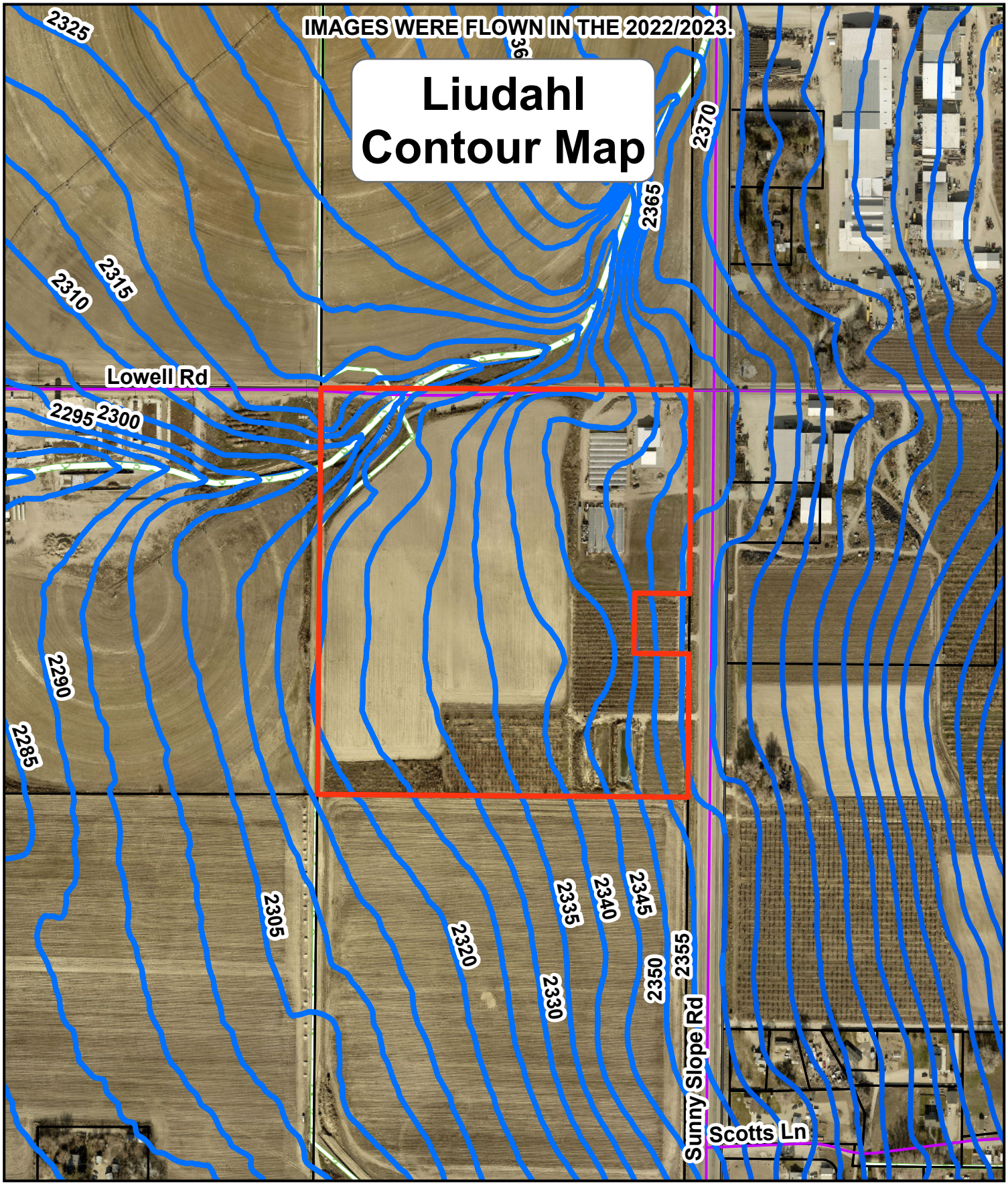
SOIL CAPABILITY CLASS	SOIL CAPABILITY	SQUARE FOOTAGE	ACREAGE	PERCENTAGE
3	MODERATELY SUITED SOIL	983079.07	22.57	63.59%
3	MODERATELY SUITED SOIL	378424.08	8.69	24.48%
4	MODERATELY SUITED SOIL	184550.68	4.24	11.94%
		1546053.84	35.49	100%

FARMLAND REPORT

SOIL NAME	FARMLAND TYPE	SQUARE FOOTAGE	ACREAGE	PERCENTAGE
CcB	Prime farmland if irrigated	983079.07	22.57	63.59%
CcC	Prime farmland if irrigated	378424.08	8.69	24.48%
CcD	Farmland of statewide importance, if irrigated	184550.68	4.24	11.94%
		1546053.84	35.49	100%

SOIL INFORMATION IS DERIVED FROM THE USDA's CANYON COUNTY SOIL SURVEY OF 2018

GRADE	SOILTYPE
1	BEST SUITED SOIL
2	BEST SUITED SOIL
3	MODERATELY SUITED SOIL
4	MODERATELY SUITED SOIL
5	LEAST SUITED SOIL
6	LEAST SUITED SOIL
7	LEAST SUITED SOIL
8	LEAST SUITED SOIL
9	LEAST SUITED SOIL


IMAGES WERE FLOWN IN THE 2022/2023.
Liudahl
Contour Map
2325
2370
2365
2315
2310
Lowell Rd
2295
2300
2290
2285
2305
2320
2335
2340
2345
2355
2350
2330
Sunny Slope Rd
Scotts Ln
Legend
SUBJECT_PROPERTY
TaxParcels
SectionContours
Wetlands
Exhibit C9.13
0
200
400
600
Feet

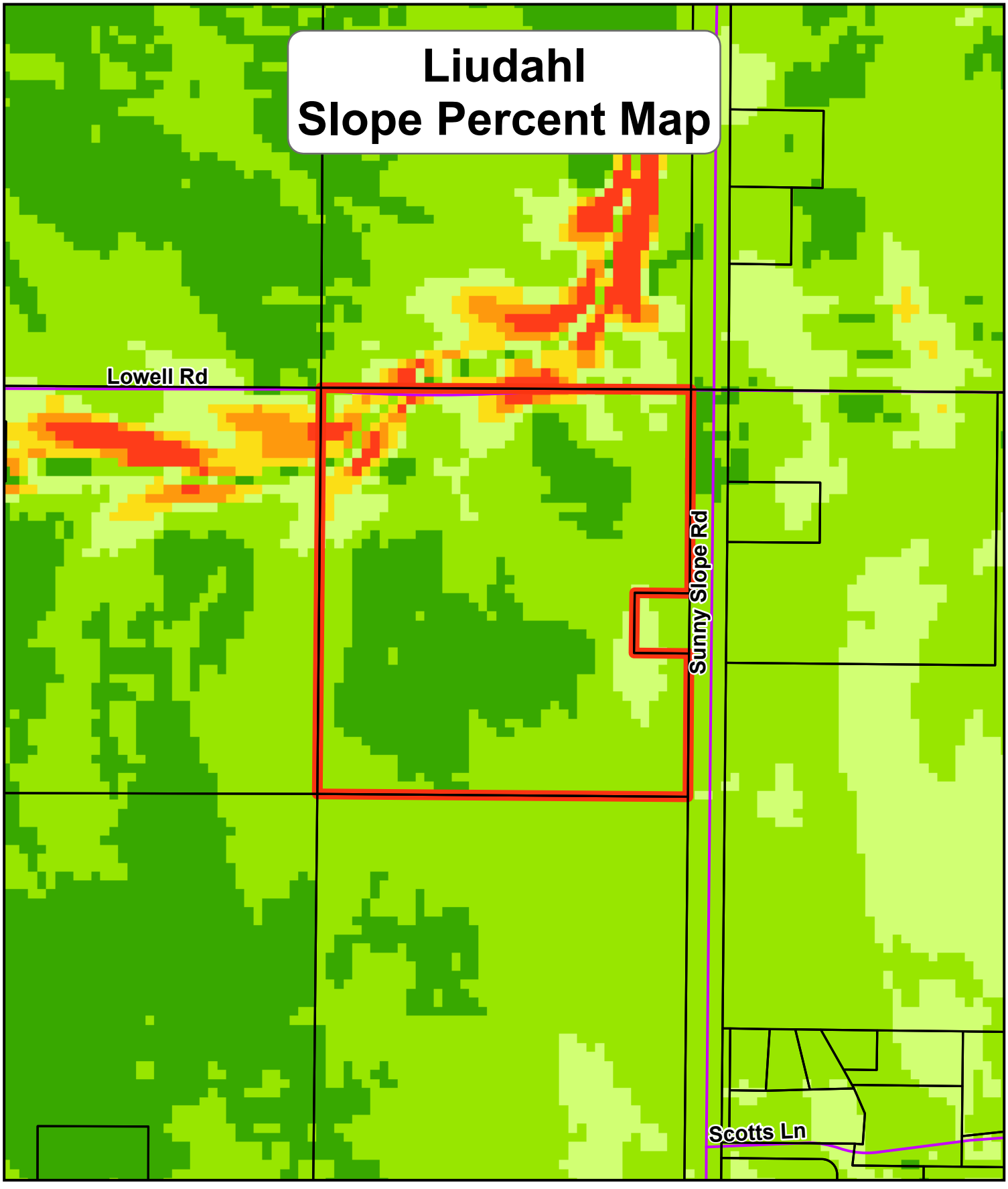
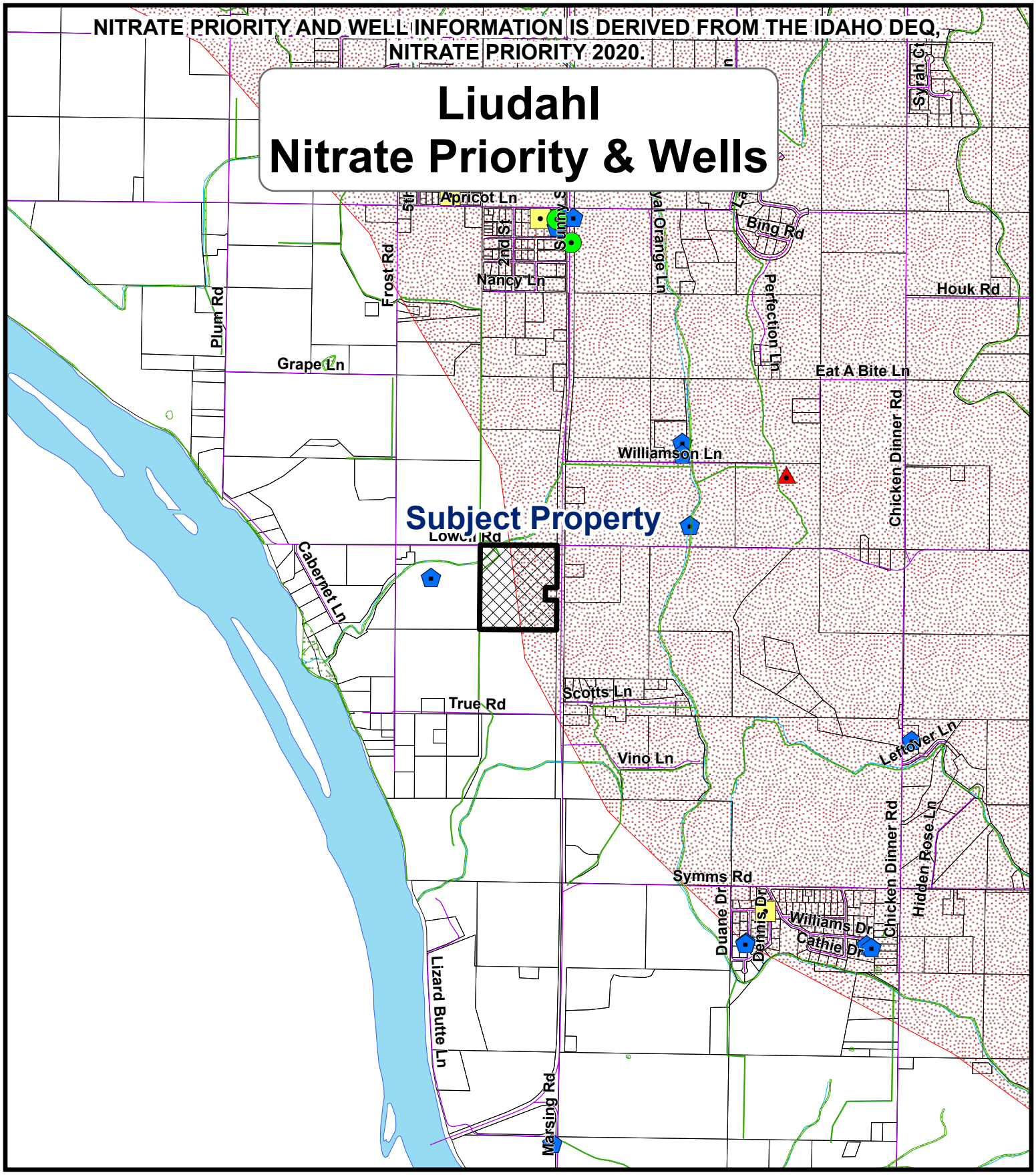
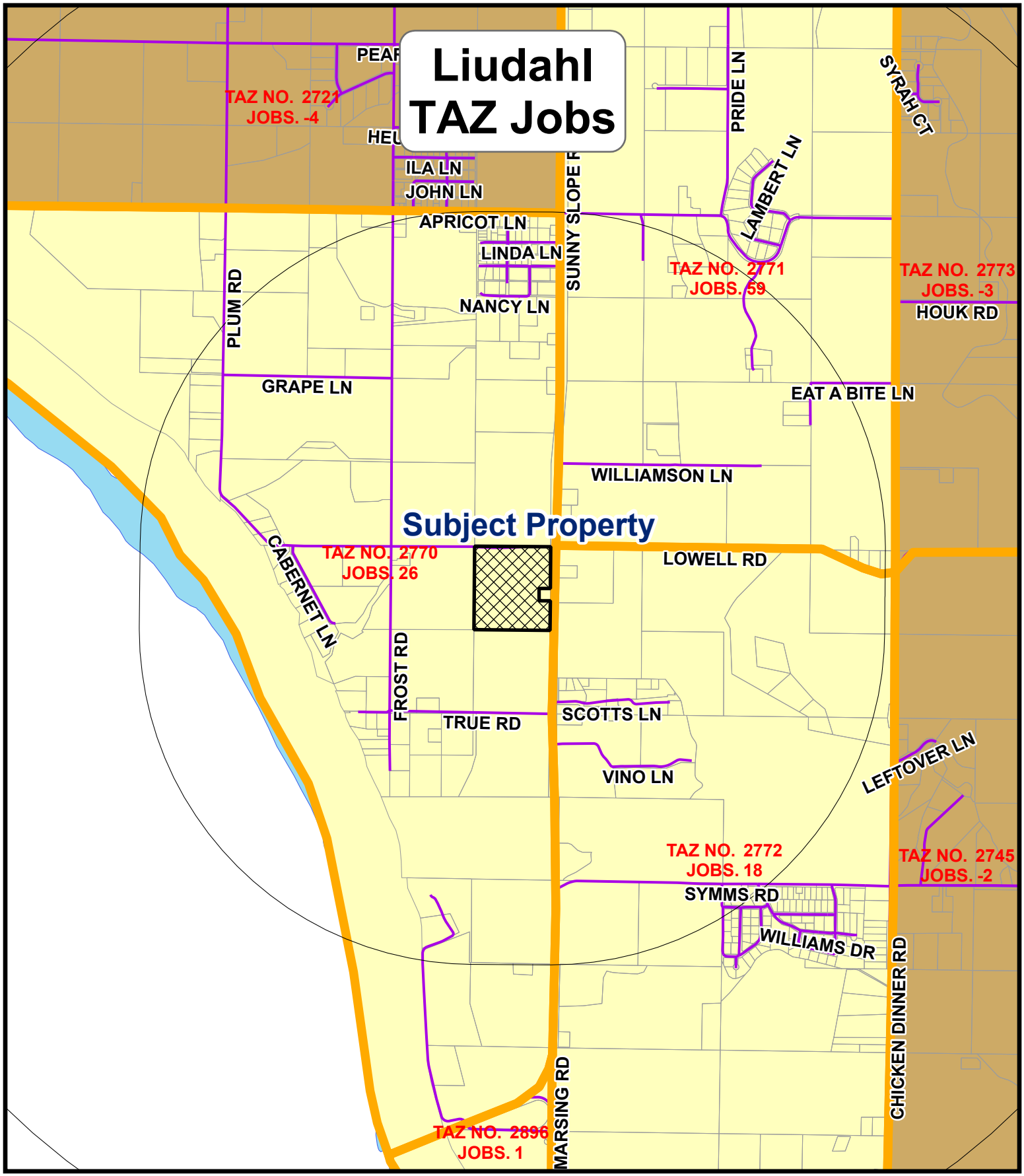


Exhibit C9.14


NITRATE PRIORITY AND WELL INFORMATION IS DERIVED FROM THE IDAHO DEQ, NITRATE PRIORITY 2020.
Liudahl
Nitrate Priority & Wells
Subject Property
Apricot Ln
5th St
2nd St
Sunny
Nancy Ln
Frost Rd
Plum Rd
Grape Ln
Orange Ln
Bing Rd
Perfection Ln
Houk Rd
Eat A Bite Ln
Chicken Dinner Rd
Williamson Ln
Lowell Rd
Cabernet Ln
True Rd
Scotts Ln
Vino Ln
Leftover Ln
Hidden Rose Ln
Symms Rd
Duane Dr
Dennis Dr
Williams Dr
Cathie Dr
Lizard Butte Ln
Marsing Rd
Syrah Ct
GEO-THERMAL LOCATIONS
WETLANDS
NITRATE_PRIORITY
DEQ WELLS
N03_MGL
0.005 - 2.00
2.000001 - 5.00
5.0000001 - 10.00
10.000001 - 49.80
Exhibit C9.15
0
0.5
1
Miles


Liudahl
TAZ Jobs
TAZ NO. 2721
JOBS. -4
ILA LN
JOHN LN
APRICOT LN
LINDA LN
NANCY LN
PLUM RD
GRAPE LN
SUNNY SLOPE R
PRIDE LN
LAMBERT LN
SYRAH CT
TAZ NO. 2771
JOBS. 59
TAZ NO. 2773
JOBS. -3
HOUK RD
EAT A BITE LN
WILLIAMSON LN
Subject Property
TAZ NO. 2770
JOBS. 26
CABERNET LN
LOWELL RD
FROST RD
TRUE RD
SCOTTS LN
VINO LN
LEFTOVER LN
TAZ NO. 2772
JOBS. 18
TAZ NO. 2745
JOBS. -2
SYMMS RD
WILLIAMS DR
CHICKEN DINNER RD
MARSING RD
TAZ NO. 2896
JOBS. 1
N
W
E
S
CANYON COUNTY, IDAHO
DEVELOPMENT SERVICES
GEOGRAPHICAL INFORMATION SYSTEMS
Jobs 2025-2050
-1
0 - 100
101 - 250
251 - 500
501 - 1000
1001 - 2148
Exhibit C9.16
0
0.5
1
Miles

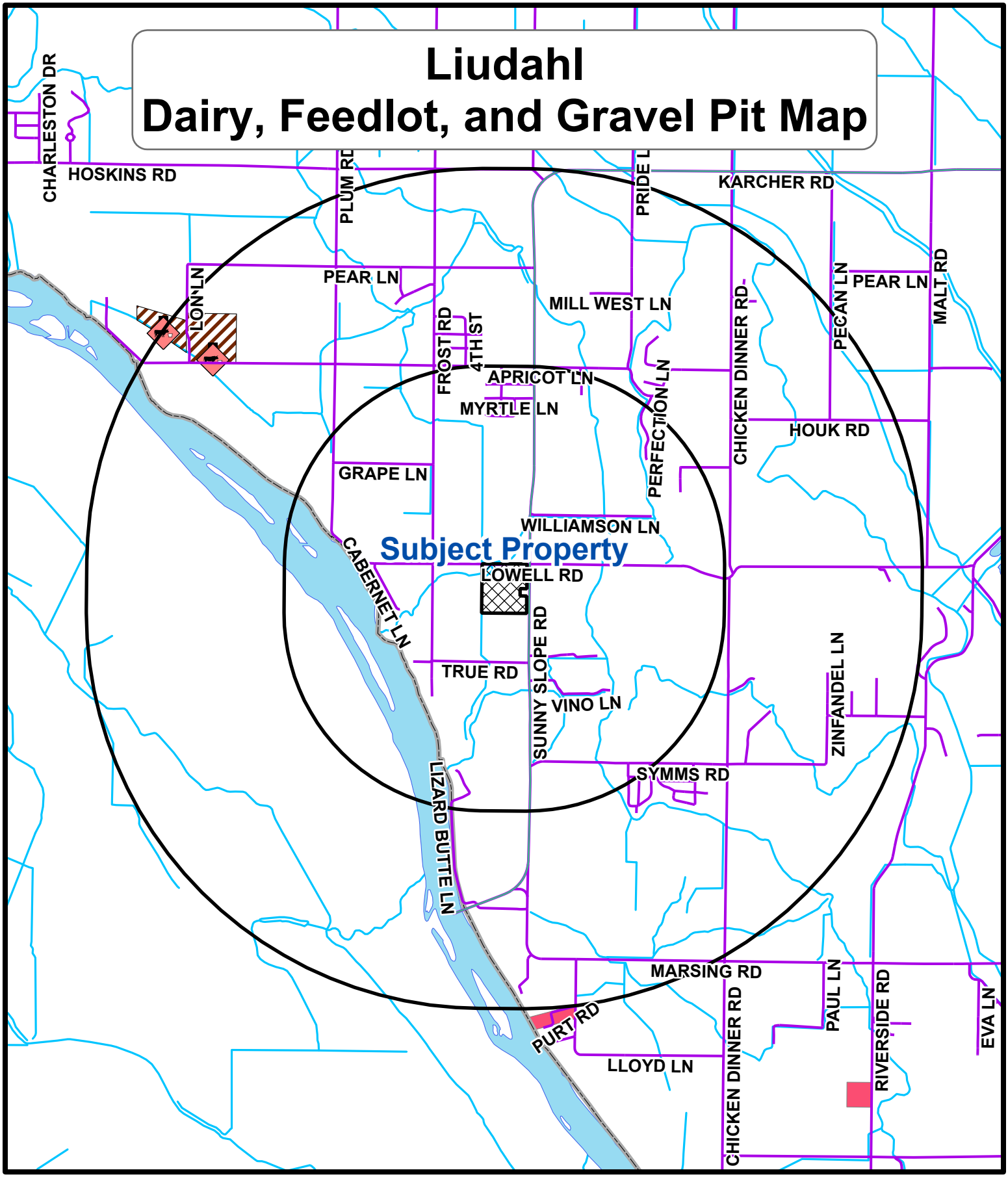

Liudahl
Dairy, Feedlot, and Gravel Pit Map
CHARLESTON DR
HOSKINS RD
PLUM RD
PRIDE L
KARCHER RD
PEAR LN
LON LN
MILL WEST LN
FROST RD
4TH ST
APRICOT LN
MYRTLE LN
PERFECTION LN
CHICKEN DINNER RD
PECAN LN
PEAR LN
MALT RD
HOUK RD
GRAPE LN
WILLIAMSON LN
Subject Property
CABERNET LN
LOWELL RD
TRUE RD
SUNNY SLOPE RD
VINO LN
ZINFANDEL LN
SYMMS RD
LIZARD BUTTE LN
MARSING RD
PURT RD
LLOYD LN
CHICKEN DINNER RD
PAUL LN
RIVERSIDE RD
EVA LN
FEEDLOTS
DAIRIES
GRAVELPITS
Exhibit C9.17
0
1
2
Miles

EXHIBIT D

Site Visit Photos: March 31, 2026

Planning & Zoning Commission

Case# CU2025-0015

Hearing date: May 21, 2026

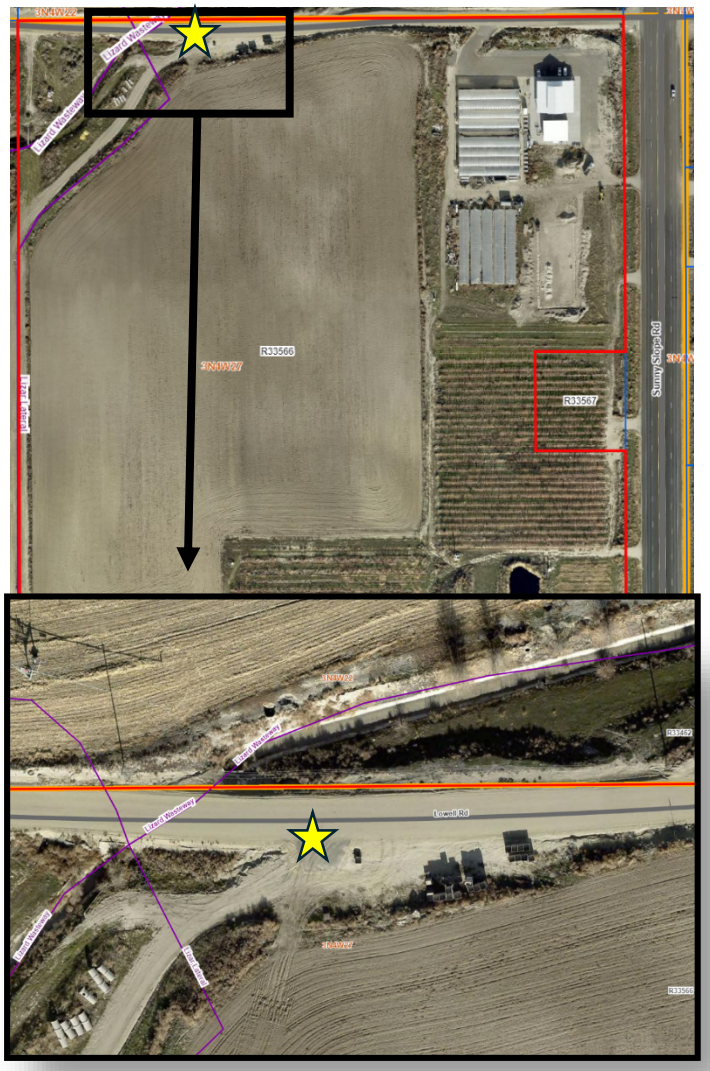


Photo 1 Facing north on the approach off Lowell Road.



Photo 2 Facing east on the approach off Lowell Road.





Photos 1-4 were taken from the proposed approach off Lowell Road.

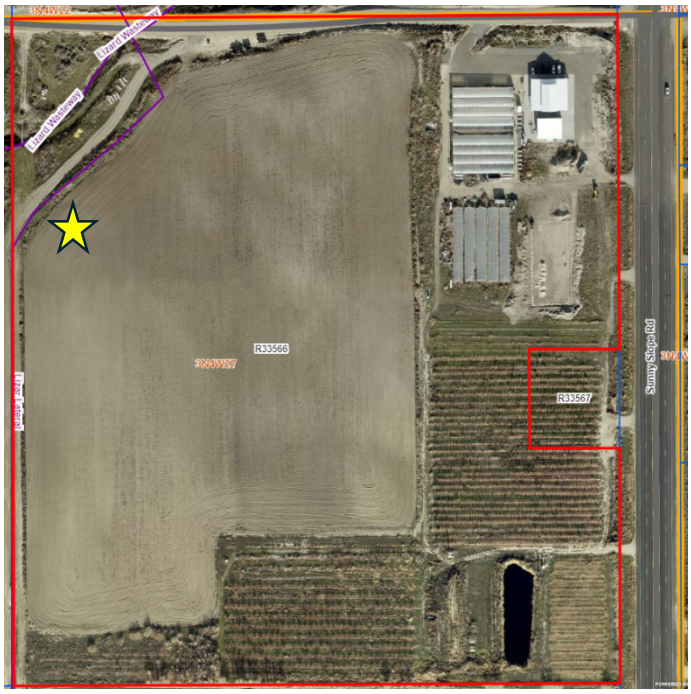
Photo 3 Facing South from the approach off Lowell Road.



Photo 4 Facing South from the approach off Lowell Road.



Photo 5 Facing north on the proposed market



Photos 4-6 were taken from the stared location



Photo 6 Facing southeast on the Lizard Lateral



Photos 7-10 were taken from the stared location



Photo 7 Facing south on the proposed access



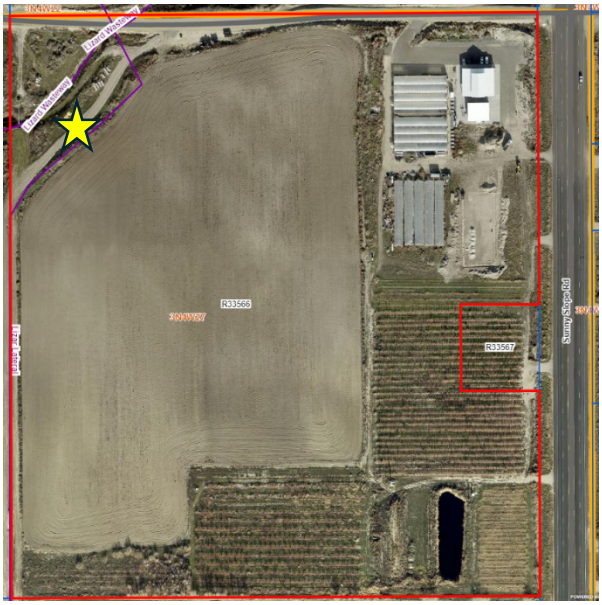
Photo 8 Facing southwest on the proposed access



Photo 9 Facing west on the proposed access



Photo 10 Facing northwest on the proposed access



Photos 11-14 were taken from the stared location



Photo 11 Facing north from the center of the proposed market area



Photo 12 Facing northeast from the center of the proposed market area



Photo 13 Facing south from the center of the proposed market area



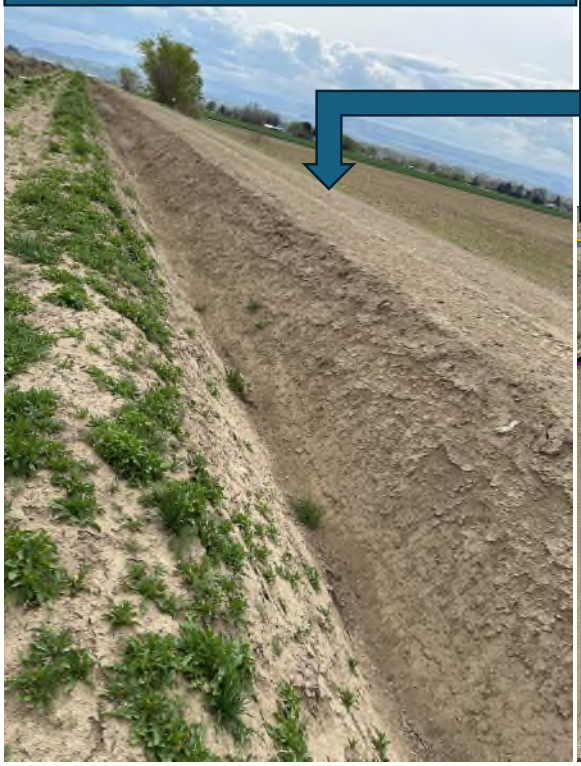
Photo 14 Facing northwest from the center of the proposed market area



The proposed location of the flea market is in active farm production (it appears that onions were sprouting at the time of the site visit). Applicant proposes to use it for Agriculturally related activities during off-season.



The proposed location of the flea market is adjacent to Lizard Lateral and Lizard Wasteway. The access road will be adjacent to the lateral the applicant states that only vendors will use that access. Staff reached out to Wilder Irrigation/Boise Project Board of Control , and it was stated there is an easement that shall be unobstructed (**Exhibit E5**).







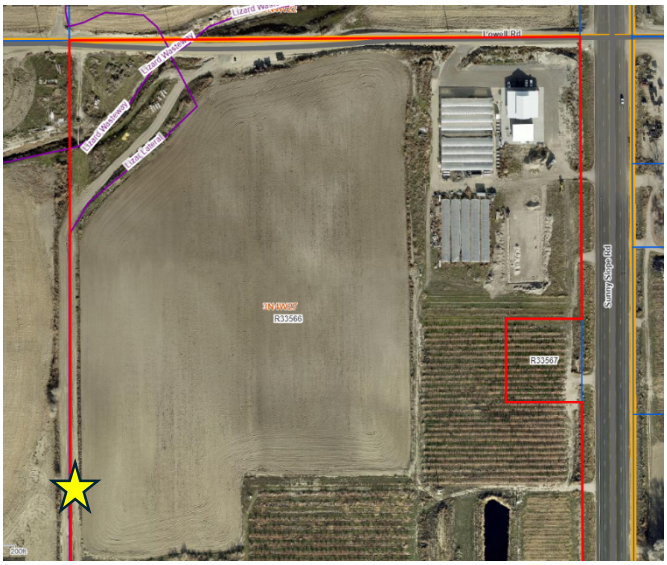


Photo 15 Facing south on the Lizard Lateral easement



Photo 16 Facing west from the Lizard Lateral easement.



Photo 17 Facing north from the Lizard Lateral easement.



Photo 18 Facing east from the Lizard Lateral easement.



Photo 19 Facing east from the Lizard Lateral easement and vehicles on Sunny Slope are visible a quarter of a mile away. The applicant proposes a 4-6 foot tall mesh fencing around the perimeter of the market area while the parking will be obscured by the retail nursery and food processing facility.

CU2024-0002: A retail nursery (Canyon Creek Gardens) and food processing facility (Symm's Fruit Ranch) was approved on the subject parcel (R33566) on March 10, 2025. The following photos pertain to that use located on 6 acres of the northeast corner of parcel R33566 (**Exhibit C4**).

Retail Nursery





Food Processing Facility



EXHIBIT E

Agency Comments Received by: May 11, 2026

Planning & Zoning Commission

Case# CU2025-0015

Hearing date: May 21, 2026

Exhibit E1

Arbay Mberwa

From: Bob Watkins <bobw@gghd3.org>
Sent: Wednesday, January 28, 2026 8:28 AM
To: Arbay Mberwa; Christopher Pettigrew
Subject: RE: [External] Re: Agency Notice CU2025-0015 / Liudahl for Symms Fruit Ranch

Arbay, Looking back through my records a TIS was not completed for CU2024-0002. It was warranted and I had spoke to Dar Symms as well as his engineer looking at doing the TIS and it has never been completed. A TIS will need to be done before we can move forward.

Best,

Bob Watkins
Director of Highways
Golden Gate highway Dist.#3

From: Arbay Mberwa <Arbay.Mberwa@canyoncounty.id.gov>
Sent: Tuesday, January 27, 2026 4:42 PM
To: Christopher Pettigrew <cpettigrew@jub.com>
Cc: Bob Watkins <bobw@gghd3.org>
Subject: RE: [External] Re: Agency Notice CU2025-0015 / Liudahl for Symms Fruit Ranch

Thanks Chris,

For the previous conditional use permit (CU2024-0002) they were required to reconstruct the existing access in accordance with AACHD-106 and complete a TIS and make any improvements suggested by the TIS and/or required by GGHD3. Did Canyon Creek Gardens (Tim John) not complete any of those requirements? Based on your comment it appears CU2024-0002 received an approach permit, can you please share that with me.
CU2024-0002 for a retail nursery is open to the public and currently in use. They have seasonal operations so they might not be open today but definitely in the spring/summer seasons.
Will one TIS satisfy for both uses or will they each need to complete a TIS?
This question may be answered by the TIS but the applicant is proposing one (1) access point. With the scale of the proposed use (anticipation of potentially hundreds of visitors (900+ parking spaces)) do you believe one (1) access is sufficient? My concern is that there may be a bottle neck effect off Lowel road impacting the traffic. I would like to hear your thoughts on this.

Thanks,

Arbay Mberwa

Associate Planner

Canyon County Development Services Department

111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-455-6039

Email: Arbay.Mberwa@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

Public office hours:

Monday, Tuesday, Thursday and Friday

From: Christopher Pettigrew <cpettigrew@jub.com>
Sent: Tuesday, January 27, 2026 12:36 PM
To: Arbay Mberwa <Arbay.Mberwa@canyoncounty.id.gov>
Cc: Bob Watkins <bobw@gghd3.org>
Subject: [External] Re: Agency Notice CU2025-0015 / Liudahl for Symms Fruit Ranch

Hi Arbay,

Attached is a review response letter from GGHD for the subject application. Please note, GGHD reviewed a CUP for the same property last year and requests information regarding the original application be provided. Also, a TIS is required.

Please let Bob or me know if you have any questions.

Thank you,

Christopher S. Pettigrew, P.E.
Project Manager/Engineer, Transportation Services Group
Project Delivery Team Lead (Central)

J-U-B Engineers, Inc.
2760 W Excursion Ln, Ste 400, Meridian, ID 83642
e | cpettigrew@jub.com *w* | www.jub.com
p | 208 376 7330 (office) *c* | 208 994 1575
p | 208 813 7843 (direct)



From: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Sent: Tuesday, January 27, 2026 9:33 AM
To: jenny.titus@vallivue.org; lisa.boyd@vallivue.org; joseph.palmer@vallivue.org; marsingfiredistrict@yahoo.com; marsingruralfire@gmail.com; knute.sandahl@doi.idaho.gov; Bob Watkins <bobw@gghd3.org>; brandy.walker@centurylink.com; eingram@idahopower.com; easements@idahopower.com; arobins@idahopower.com; jessica.mansell@intgas.com; monica.taylor@intgas.com; Contract.Administration.Bid.Box@ziply.com; tritthaler@boiseproject.org; gashley@boiseproject.org; wilderirrigation10@gmail.com; mitch.kiester@phd3.idaho.gov; anthony.lee@phd3.idaho.gov; d3development.services@itd.idaho.gov; Kendra.Conder@itd.idaho.gov; Brian Crawforth <Brian.Crawforth@canyoncounty.id.gov>; Christine Wendelsdorf <Christine.Wendelsdorf@canyoncounty.id.gov>; Michael Stowell <mstowell@ccparamedics.com>; Lucy Ostyn <lucy.ostyn@canyoncounty.id.gov>; Dalia Alnajjar

Exhibit E1.1

J-U-B COMPANIES | THE LANGDON GROUP | GATEWAY MAPPING INC.

J-U-B ENGINEERS, INC.

January 27, 2026

Canyon County Development Services Department
Attn: Arbay Mberwa, Associate Planner
111 North 11th Ave, Suite 310
Caldwell, ID 83605
Phone: (208)455-6039, Email: arbay.mberwa@canyoncounty.id.gov

RE: Case No.: CU2025-0015, Symms Fruit Ranch Inc, 2nd Conditional Use Permit Application Review

Dear Arbay,

On behalf of Golden Gate Highway District No. 3 (GGHD), J-U-B Engineers, Inc. has reviewed the subject Conditional Use Permit (CUP) Application for the property owned by Dar Symms of Symms Fruit Ranch Inc located on the southwest corner of the Lowell Rd/Sunny Slope Rd (SH 55) intersection, Parcel # R33566 (35.49 acres) and in a portion of the NE1/4 of the NE1/4, Section 27, T3N, R4W, BM, Canyon County. A previous CUP application (Case No. CU2024-0002) for a retail greenhouse, fruit/vegetable operation, and food processing operation on the same property was reviewed by GGHD with comments provided in a letter dated November 6, 2024. The comments from GGHD for the previous application have not been addressed.

The subject application requests a Conditional Use Permit for a special events facility for a weekend bazaar (flea market) for up to 328 vendors and 12 food truck spots, open to the public Saturday's and Sunday's 11:00 AM to 8:00 PM with approximately 928 parking spaces on approximately 17 acres of the parcel. It is unclear from the subject application whether the previous CUP has been abandoned or whether it is still being processed or implemented. An Approach Permit was issued by GGHD on April 30, 2025; however, the approach permit approval occurred prior to the subject application being submitted. *No prior meetings or coordination with GGHD staff or representatives have occurred for the subject application*. Lowell Rd is a Local Road according to the GGHD's 2024 Functional Classification Map.

At this time, and based upon information provided with the application, the following items apply:

1. Clarify the status of Case No. CU2024-0002.
2. Section 3110.010 Traffic Impact Studies of the 2022 Association of Canyon County Highway Districts Highway Standards & Development Procedures (ACCHD Standards) states a Traffic Impact Study (TIS) is required for rural developments if the Peak Hour Trips and Average Annual Daily Trips exceed 50 and 500, respectively. If a project has special circumstances associated with it, the District may require a TIS even if the aforementioned criteria are not met. Based on the proposed uses, data provided, and special circumstances of this application, ***a TIS is warranted*** to further investigate traffic impacts and possible need for turn lanes, additional accesses, and other improvements to accommodate the anticipated additional traffic volume from the subject application and the Case No. 2024-0002 CUP application. ***A TIS scoping meeting with GGHD is required prior to TIS preparation.***
3. The existing access and any additional accesses are required to be constructed in accordance with Standard Drawing ACCHD-106 – Commercial & Multiple Residential Approach of the ACCHD Standards.

GGHD reserves the right to provide amended comments/conditions of approval in the event of application revision or when additional information becomes available. GGHD requests Canyon County Development Services incorporate these comments into proposed Conditions of Approval for consideration/approval by Canyon County.

Respectfully,



Christopher S. Pettigrew, P.E.
Transportation Services Group, Project Manager/Engineer

CC: Bob Watkins, GGHD Director of Highways

Arbay Mberwa

Exhibit E2

From: Chris Liudahl <[redacted]>
Sent: Tuesday, March 24, 2026 2:04 PM
To: Arbay Mberwa
Subject: Re: FW: [External] RE: Agency Notice CU2025-0015 / Liudahl for Symms Fruit Ranch

I have I have no problem getting more porta potties and wash stations that's fine as many as it takes to fulfill the application process

On Mon, Mar 23, 2026, 2:54 PM Arbay Mberwa <Arbay.Mberwa@canyoncounty.id.gov> wrote:

> Please see email correspondence below with Southwest District Health.
>
> Please reach out and let me know if you have questions,
>
> Arbay Mberwa
>
> Associate Planner
>
> Canyon County Development Services Department
>
> 111 N. 11th Ave., #310, Caldwell, ID 83605
>
> Direct Line: 208-455-6039
>
> Email: Arbay.Mberwa@canyoncounty.id.gov
>
> Website: www.canyoncounty.id.gov
>
> Public office hours:
>
> Monday, Tuesday, Thursday and Friday
>
> ---
>
> **From:** Mitch Kiester <Mitch.Kiester@swdh.id.gov>
> **Sent:** Monday, March 23, 2026 2:22 PM
> **To:** Arbay Mberwa <Arbay.Mberwa@canyoncounty.id.gov>; Anthony Lee <Anthony.Lee@swdh.id.gov>
> **Subject:** RE: [External] RE: Agency Notice CU2025-0015 / Liudahl for Symms Fruit Ranch
>
> Arbay,

The applicant is proposing 8 portable restrooms, but based on the Idaho Technical Guidance Manual (TGM), this is not enough. For a 9-hour event, Table 4-16 requires 10 units even for an event with only 0–500 attendees.

The applicant does not specify expected attendance; however, the site includes 900+ parking spaces. A reasonable estimate for public events is 2 people per vehicle, meaning the event could potentially attract around 1,800 attendees throughout the day. For that attendance range, the TGM requires 12–25 portable restrooms depending on event duration.

Employee restrooms should be separate, because the TGM's required numbers apply only to public attendees, not staff. I recommend asking the applicant to specify the expected number of attendees. If this event has been held before, historical attendance data should be provided. If not, using parking capacity (2) estimated occupants per vehicle is the best method for calculating the required number of units.

Given the information available, 8 units is insufficient, and the applicant should plan for at least 12–18 portable toilets depending on final attendance estimates and the event duration.

Please let me know if that helps.

Thank you

Mitch

From: Arbay Mberwa <Arbay.Mberwa@canyoncounty.id.gov>
Sent: Monday, March 23, 2026 1:44 PM
To: Anthony Lee <Anthony.Lee@swdh.id.gov>
Cc: Mitch Kiester <Mitch.Kiester@swdh.id.gov>
Subject: RE: [External] RE: Agency Notice CU2025-0015 / Liudahl for Symms Fruit Ranch

CAUTION: This email originated outside Southwest District Health's network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact IT with any concerns.

Hello,

The applicant is proposing 8 portable units for the requested use of a bazaar. (flea market) Per the Technical Guidance Manual (section 4.18.2 & 4.18.4) is the applicant proposing enough facilities? Looking at Table 4-16 of the TGM for roughly a 9 hour event with 0-500 attendees would require 10 portable restrooms. The applicant doesn't specify the number of attendees however is providing 900+ parking spaces so I would assume that many attendees may visit the site but all attendees may not all be at the site at once. Are employee portable units separate to the attendee number of portable restrooms? How/what's the best way to calculate the number of portable restrooms required.

Thanks,

Arbay Mberwa

Associate Planner

Canyon County Development Services Department

111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-455-6039

Email: Arbay.Mberwa@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

Public office hours:

Monday, Tuesday, Thursday and Friday

From: Anthony Lee <Anthony.Lee@swdh.id.gov>
Sent: Tuesday, January 27, 2026 12:41 PM
To: Arbay Mberwa <Arbay.Mberwa@canyoncounty.id.gov>
Cc: Mitch Kiester <Mitch.Kiester@swdh.id.gov>
Subject: [External] RE: Agency Notice CU2025-0015 / Liudahl for Symms Fruit Ranch

Hi Arbay,

1. Will a Nutrient Pathogen Study be required? **This project does not require a Nutrient Pathogen Study based on the proposed use. (see attached notes)**
2. Will adequate sanitary systems be provided to accommodate the use? **Porta Potties will be utilized for the events, but the applicant must follow the approval conditions & service requirements specified in Section 4.18.2 & 4.18.4 of the Technical Guidance Manual (TGM). (see attached notes)**

3. Any concerns about the use or request for variance? If so, are there any conditions or mitigation measures recommended to ensure the use or requested variance minimizes potential impacts to the surrounding area and nearby city? **There are no concerns with the use or request for rezoning if the applicant meets all SWDH requirements.**

See attached pre-development notes.

Please let me know if you have any questions.

Thank you,

Check out our new online self-service portal here! PORTAL

Anthony Lee, RS/BS | Land Development Senior

o 208.455.5384 | c 208.899.1285 | f 208.455.5300

anthony.lee@swdh.id.gov | SWDH.org

13307 Miami Ln., Caldwell, ID 83607

From: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Sent: Tuesday, January 27, 2026 9:33 AM
To: jenny.titus@vallivue.org; lisa.boyd@vallivue.org; joseph.palmer@vallivue.org; marsingfiredistrict@yahoo.com; marsingruralfire@gmail.com; knute.sandahl@doi.idaho.gov; bobw@gghd3.org; brandy.walker@centurylink.com; eingram@idahopower.com; easements@idahopower.com; arobins@idahopower.com; jessica.mansell@intgas.com; monica.taylor@intgas.com; Contract.Administration.Bid.Box@ziply.com; tritthaler@boiseproject.org; gashley@boiseproject.org; wilderirrigation10@gmail.com; Mitch Kiester <Mitch.Kiester@swdh.id.gov>; Anthony Lee <Anthony.Lee@swdh.id.gov>; d3development.services@itd.idaho.gov; Kendra.Conder@itd.idaho.gov; Brian Crawforth <Brian.Crawforth@canyoncounty.id.gov>; christine.wendelsdorf@canyoncounty.id.gov; Michael Stowell <mstowell@ccparamedics.com>; Lucy Ostyn <lucy.ostyn@canyoncounty.id.gov>; Dalia Alnajjar <Dalia.Alnajjar@canyoncounty.id.gov>; Tom Crosby <Tom.Crosby@canyoncounty.id.gov>; Code Enforcement <CodeEnforcement@canyoncounty.id.gov>; GIS and Addressing Division <GISAddressing@canyoncounty.id.gov>; makline2@marathonpetroleum.com
Subject: Agency Notice CU2025-0015 / Liudahl for Symms Fruit Ranch

SOUTHWEST DISTRICT HEALTH

Exhibit E2.2

Pre-Development Meeting

Name of Development: 14068 Lowell Rd - Flee Market Special Event
Applicant: Chris Rudolph
P.E./P.G.:
All others in Attendance:

EHS #'s 035 Date 01/21/25

Number of Lots or Flow: N/A Acreage of Proposed Development: 17.56
Location of Development: 14068 Lowell Rd
Caldwell, ID 83607
Parcel: # R33566000 0

Project in Area of Concern: Not applicable Groundwater/Rock <10' Unknown
Level 1 NP Necessary for N: Not applicable

LSAS/CSS Proposed: No
BRO meeting for P or above: No
Proposed Drinking Water: Individual ☑, City ☐, Community ☐, Public Water Supply ☐ Pending ☐
BRO meeting for PWS, Com: No

Information Distributed: SER ☐, NP Guidance ☐, Non-Domestic WW ap. ☐

Additional Comments: The applicant discussed with SWDH the proposal for a flee market as a special event selling food with 8 porta potties and handwashing stations Not structure requiring wastewater will be constructed on site. No other concerns where mentioned during the meeting.

Anthony Lee

Attach conceptual plan, if provided, or any other correspondence, and create a file for this information. The information will be helpful when responding to the county about permitting requirements and should be maintained with the subdivision file or commercial permit file when completed, for a complete written history of the project and SWDH involvement.

1008 E. Locust
Emmett 83617
365-6371
FAX 365-4729

1155 Third Ave., N.
Payette 83661
642-9321
FAX 642-5098

46 W. Court
Weiser 83672
549-2370
FAX 549-2371

824 S. Diamond St.
Nampa 83686
465-8402
FAX 442-2809

Your Safety • Your Mobility
Your Economic Opportunity

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

Exhibit E3

February 5, 2026

Arbay Mberwa
Canyon County Development Services
111 North 11th Ave, Suite 310
Caldwell, ID 83605

VIA EMAIL

Development Application	CU2025-0015
Project Name	Symms Fruit Ranch
Project Location	Parcel R33566
Project Description	Weekend Bazaar
Applicant	Chris Liudahl

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

1. Due to the size of the proposed development and proximity to the state highway system, the Department will need to review a turn lane warrant analysis for the project.
2. Additionally, it appears this parcel has multiple accesses to SH-55. The Department will also want to review a signage plan to ensure customers are aware the only entrance is off Lowell Rd.
3. ITD reserves the right to make further comments upon review of the submitted documents.

If you have any questions, you may contact me at 208-334-8377.

Sincerely,

Kendra Conder

Kendra Conder
Development Services Coordinator
Kendra.conder@itd.idaho.gov

Exhibit E4

Arbay Mberwa

From: Madelyn Vander Veen
Sent: Thursday, February 19, 2026 9:03 AM
To: Arbay Mberwa
Subject: Agency Notice CU2025-0015 / Liudahl for Symms Fruit Ranch

Hi Arbay,

Regarding case CU2025-0015 / Liudahl for Symms Fruit Ranch, if the case is approved, we would highly recommend that the applicant build a permitted habitable structure of some kind so that we can assign an address. The county does not assign addresses to bare land or temporary structures. An address is recommended so that emergency services can quickly and accurately locate the site in an emergency situation. With capacity for this many people on site, the safety concerns over not having an address are amplified.

Thanks,

Madelyn Vander Veen
GIS Analyst, Canyon County Development Services
madelyn.vanderveen@canyoncounty.id.gov | Direct: 208-455-6035

PUBLIC RECORD NOTICE: All communications transmitted within the Canyon County email system may be a public record and may be subject to disclosure under the Idaho Public Records Act and as such may be copied and reproduced by members of the public.

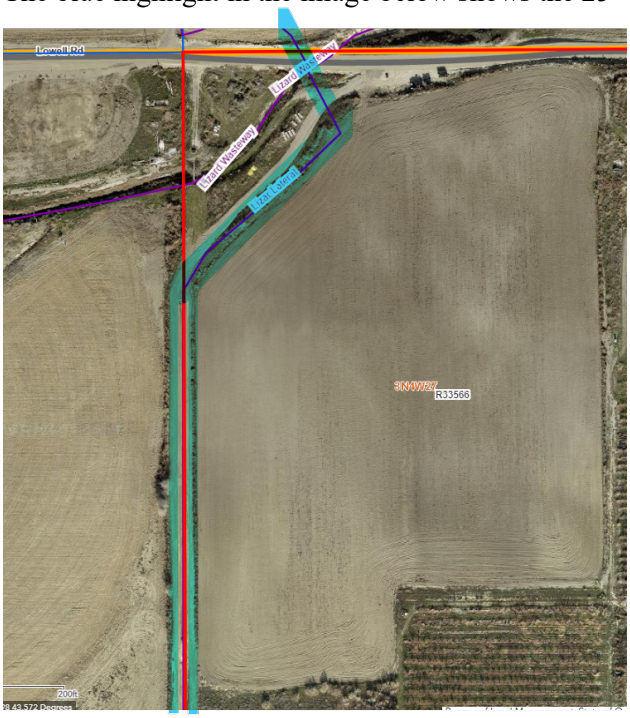
Exhibit E5

Arbay Mberwa

From: Arbay Mberwa
Sent: Thursday, April 9, 2026 9:03 AM
To: [redacted]
Subject: FW: [External] Boise Project Easements

Good Morning,

There is a 25' easement from the centerline of the lateral that shall be unobstructed. Is the proposed gravel road outside of that easement? If not please propose to move it outside of the easement.
The blue highlight in the image below shows the 25' easement on both sides of the lateral (*not drawn to scale).



Please reach out and let me know if you have questions,

Arbay Mberwa

Associate Planner

Canyon County Development Services Department

Direct Line: 208-455-6039

Email: Arbay.Mberwa@canyoncounty.id.gov

111 N. 11th Ave., #310, Caldwell, ID 83605

Website: www.canyoncounty.id.gov

Public office hours:

Monday, Tuesday, Thursday and Friday

From: Tom Ritthaler <tritthaler@boiseproject.org>
Sent: Wednesday, April 8, 2026 8:55 PM
To: Arbay Mberwa <Arbay.Mberwa@canyoncounty.id.gov>
Cc: Wilder Irrigation District <wilderirrigation10@gmail.com>
Subject: [External] Boise Project Easements

Arbay,

All easement questions need to be directed to my office, in the future please. Wilder Irrigation District does not have that information.

The easement on the Lizard Lateral is 25 feet from center in both directions, and the easement on the Lizard Wasteway is 55 feet from center in both directions. Any proposed driveways must be outside of those quoted easements and no variances will be granted as that is our area required to do our operation and maintenance of those Federal facilities.

Thanks,
Tom

Thomas B Ritthaler

Assistant Project Manager

Boise Project Board of Control

2465 Overland Rd.

Boise, Idaho 83705

208-344-1141

Hello,

Arbay Mberwa

Exhibit E6

From: Lucy Ostyn
Sent: Thursday, April 23, 2026 9:52 AM
To: Arbay Mberwa
Cc: Tom Crosby
Subject: FW: Agency Notice CU2025-0015 / Liudahl for Symms Fruit Ranch
Attachments: 30 day AGENCY notice PZ hearing.pdf

Arbay,

In my discussion with Tom, it sounds like some ticket booths have been discussed as a means to get an address for the market. We request that they pull commercial building permits for those to verify uplift and life safety.

Thank you,

Lucy Ostyn
Permitting Supervisor
lucy.ostyn@canyoncounty.id.gov
(208)455-5961
Canyon County Development Services Department
111 N. 11th Ave. #310 Caldwell, ID 83605

DSD PUBLIC OFFICE HOURS
Monday, Tuesday, Thursday and Friday
8am – 5pm
Wednesday
1pm – 5pm

From: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Sent: Thursday, April 16, 2026 10:31 AM
To: 'jenny.titus@vallivue.org' <jenny.titus@vallivue.org>; 'lisa.boyd@vallivue.org' <lisa.boyd@vallivue.org>; 'joseph.palmer@vallivue.org' <joseph.palmer@vallivue.org>; 'marsingfiredistrict@yahoo.com' <marsingfiredistrict@yahoo.com>; 'marsingruralfire@gmail.com' <marsingruralfire@gmail.com>; 'knute.sandahl@doi.idaho.gov' <knute.sandahl@doi.idaho.gov>; 'bobw@gghd3.org' <bobw@gghd3.org>; brandy.walker@ForgedFiber37.com; 'eingram@idahopower.com' <eingram@idahopower.com>; 'easements@idahopower.com' <easements@idahopower.com>; 'arobins@idahopower.com' <arobins@idahopower.com>; 'jessica.mansell@intgas.com' <jessica.mansell@intgas.com>; 'monica.taylor@intgas.com' <monica.taylor@intgas.com>; 'Contract.Administration.Bid.Box@ziply.com' <Contract.Administration.Bid.Box@ziply.com>; 'tritthaler@boiseproject.org' <tritthaler@boiseproject.org>; 'gashley@boiseproject.org' <gashley@boiseproject.org>; 'wilderirrigation10@gmail.com' <wilderirrigation10@gmail.com>; 'mitch.kiester@phd3.idaho.gov' <mitch.kiester@phd3.idaho.gov>; 'anthony.lee@phd3.idaho.gov' <anthony.lee@phd3.idaho.gov>; 'd3development.services@itd.idaho.gov' <d3development.services@itd.idaho.gov>; 'Kendra.Conder@itd.idaho.gov' <kendra.conder@itd.idaho.gov>; Brian Crawforth <Brian.Crawforth@canyoncounty.id.gov>; Christine Wendelsdorf <Christine.Wendelsdorf@canyoncounty.id.gov>; Michael Stowell <mstowell@ccparamedics.com>; Lucy Ostyn

EXHIBIT F

Public Comments Received by: May 11, 2026

Planning & Zoning Commission

Case# CU2025-0015

Hearing date: May 21, 2026

Symms Bazaar Market Comments - 04/23/2026

Exhibit F1

1) Seems harmless.
   What's not to like about a farmer's market?

2) It may be a stepping-stone to an outdoor entertainment venue.
   It would be easy to add in entertainment and concessions.

3) If approved, it should be a Conditional Permit.
   The conditional permit would define the limits.

4) **Condition 1** – "All sales and presentations must end one hour before sunset".
   No night-time lights or traffic.

5) **Condition 2** – "No amplified sound presentations are allowed".
   No sounds heard outside the bazaar.

John Kernkamp
04/23/2026

Exhibit F2

Arbay Mberwa

From: Nancy Penrod <[redacted]>
Sent: Tuesday, May 5, 2026 4:29 PM
To: Arbay Mberwa
Subject: [External] Norwegian bazaar/flea market

My name is Gary Penrod. My wife and I bought a house in the Sunnyslope area several years ago and moved here for a variety of reasons. Some of the reasons (besides politics) was to live somewhere that was quiet, spacious lots, good neighbors and neighborhood,little traffic, great views and a peaceful environment. This proposed project destroys a lot of these things we moved here for.
I was in law enforcement for 38 years and have seen first hand what problems a project like this can cause. Everything from traffic accidents, drug sales, people wandering in to surrounding neighborhoods, thefts, trash blowing into the surrounding areas, complaints of noise, devaluation on property values etc. We live less than a half mile of the proposed site and strongly oppose this project and ask that it be denied.

Sent from the all new AOL app for iOS

Arbay Mberwa

Exhibit F3

From: Wayne Rundall <[redacted]>
Sent: Wednesday, May 6, 2026 9:34 AM
To: Arbay Mberwa
Subject: [External] Opposition Letter - CU2025-0015 - Norwegian Bazaar

Canyon County Planning and Zoning
111 N 11th Ave.
Caldwell, ID 83605

Ms. Mberwa and Commissioners,

Thank you for the opportunity to provide comments on Conditional Use Permit application CU2025-0015 (Liudahl for Symms Fruit Ranch). I am writing to formally oppose this request for the reasons outlined below.

1. Concerns Regarding Compliance with Previously Approved CUPs
On March 9, 2025, CU2024-002 was approved to allow operation of a nursery with wholesale and retail components, including a food processing facility (formerly CU2024-0015). While I did not oppose that approval, there have been ongoing concerns regarding compliance with its conditions. These raise legitimate questions about whether the applicant will adhere to any conditions associated with the current request.

- The nursery operated as a commercial storefront for much of the year prior to receiving approval under CU-2024-002.
- The Golden Gate Highway District (GGHD3) required a new, more extensive, Traffic Impact Study (TIS) to be completed within 90 days of the final decision; however, as of April 2026, that study has not been completed.
- Signage in use for car charging station is not compliant with county code (spray painted plywood).

This pattern of noncompliance undermines confidence in the applicant's ability or willingness to meet future conditions.

2. Prior Denial of Similar Non-Agritourism Use
The Planning and Zoning Commission previously denied CU2022-0007 on the same parcel, which proposed a 15-acre RV park with 115 spaces, on the basis that it did not qualify as agritourism. The current proposal raises similar concerns, as it appears to be primarily commercial in nature rather than agricultural or agritourism-based.

3. Failure to Meet Canyon County Zoning Ordinance Criteria (CCZO §07-07-05)

- **Criterion 1 – Permitted Use:**
  While a "Special Event Facility" may be considered under a Conditional Use Permit (CUP) in an Agricultural (AG) zone, this proposal does not function as such. The primary and ongoing use is clearly a flea market operating on a regular, recurring basis. This is more appropriately

categorized as a commercial retail use—potentially "unspecified uses," "sale of salvage goods," or general retail—all of which are not permitted under a CUP in the AG zone.

Additionally, the proposal does not meet the definition of agritourism. The possibility that some vendors may sell agricultural products does not transform the overall use into an agritourism activity.

- **Criterion 3 – Consistency with the Comprehensive Plan:**
  The proposed use is not consistent with the Comprehensive Plan. The parcel is zoned Agricultural and lies within the Scenic Byway Buffer overlay, which emphasizes preservation of rural character and scenic resources.

This is further supported by the surrounding land uses. Adjacent properties are all zoned Agricultural and are actively farmed:

  - North: 49 acres
  - South: 36 acres
  - West: 37 acres
  - East: 61 acres
- **Criterion 4 – Impact on Surrounding Area:**
  The scale and intensity of this proposal would significantly alter the character of the area. Plans for approximately 928 parking spaces, up to 328 vendor stalls, installation of large access gates on Lowell Road, and 12–18 portable restrooms are incompatible with the surrounding agricultural landscape. The area is currently characterized by predominantly agricultural uses along Sunnyslope Road and nearby corridors.

4. Conflict with Scenic Byway Designation
This proposal is also inconsistent with the designation of Lowell Road as part of the Snake River Scenic Byway under the 2030 Comprehensive Plan. The Idaho Transportation Department (ITD) defines the byway designation as requiring protection and enhancement of scenic, cultural, and natural resources, as well as consistency with corridor management plans (ITD Administrative Policy 5082).

The scale and commercial nature of this project would detract from, rather than enhance, the scenic and rural qualities that the byway designation is intended to preserve.

5. Location Within an Established Tourism Destination
Canyon County has invested significant resources in developing tourism in the Sunnyslope area. Not only would the proposed flea market detract from the Snake River Canyon Scenic Byway, but it would also undermine the purpose and tourism value of the AgVenture Trail, Sunnyslope Wine Trail, and the Sunnyslope and Snake River Valley American Viticultural Areas (AVA).

Conclusion
For the reasons outlined above—including prior noncompliance, inconsistency with zoning definitions and the Comprehensive Plan, negative impacts on surrounding properties, and conflict with the Scenic Byway designation—I respectfully request that the Commission deny CU2025-0015.

Thank you for your time and consideration.

Arbay Mberwa

Exhibit F4

From: Fred Confer <[redacted]>
Sent: Wednesday, May 6, 2026 12:17 PM
To: Arbay Mberwa
Subject: [External] Symms CUP application

Canyon county Planning and Zoning
11 1 N 11th Ave.
Caldwell, ID 83605

Ms. Mberwa and Commissioners,

I am writing to formally oppose the request for Conditional Use Permit application CU-2025-0015.
There are numerous issues with this proposed plan related to the character of the area. As outlined I the request the area would be highly commercial with over 300 vendors. Though the area is designated as Agritourism it is doubtful that a majority of those vendors would be related to the agriculture of the area or promote local agriculture. Also size of the proposal is not in line with any other facility in the area. Over nine hundred parking spaces and the area required for the vendors far out sizes any other business or facility in the area. Clearly it is not compatible with the designation as a scenic byway.
I appreciate the opportunity to express my concerns and I respectfully request that you deny this application.

Thank you,
Mary Confer
20503 True RD
Caldwell, ID

Sent from my iPad

Exhibit F5

Canyon County Planning and Zoning
111 N 11th Ave.
Caldwell, ID 83605

Greetings Ms. Mberwa & Commissioners,

I appreciate your service to the residents of Canyon County and the opportunity to provide comments on the Conditional Use Permit application CU-2025-0015 (Liudahl for Symms Fruit Ranch). I am oppose the request for reasons below.

1. Concerns Regarding Increased Traffic

As the ongoing improvements of Hwy 55 by Idaho Transportation Department continue, which is currently taking place from I-84 to Farmway Road, is a great concern with inviting more traffic onto the road construction areas. We have construction crew safety to take into consideration, lane closures & road closures, which will continue on with Farmway to Pear in the coming years (dates & funding TBD on the second phase). Our county roads are seeing increased traffic as a result, which are seeing additional closures due to more subdivisions/housing growth in Canyon County. Adding the potential of 900 plus cars over the weekend is concerning (based on parking spaces of venue). A current traffic study for this area is needed.

- The Greater Golden Gate Highway District (GGHD3) required a Traffic Impact Study (TIS) to be completed within 90 days of the final decision; however, as of April 2026, that study has not been completed.

2. Conflict with Scenic Byway Designation

This proposal is also inconsistent with the designation of Lowell Road as part of the Snake River Scenic Byway under the 2030 Comprehensive Plan. The Idaho Transportation Department (ITD) defines byway designation as requiring protection and enhancement of scenic, cultural, and natural resources, as well as consistency with corridor management plans (ITD Administrative Policy 5082).

- The scale and commercial nature of this project would detract from, rather than enhance, the scenic and rural qualities that the byway designation is intended to preserve.

3. Emergency Services/First Responders:

We are still understaffed with Fire, Law Enforcement & Ambulance in Canyon County. Canyon County residence still remain the highest taxed in the state of Idaho and is understaffed with these resources. This will place a heavy burden on Canyon County first responders & surround counties for emergency services that would be needed for

assistance, like Marsing, Homedale, Wilder, Nampa & Caldwell. *See attachments from Canyon County Paramedics Feb-Apr 2026 stats*.

Conclusion

For the reasons stated above—including road construction safety, increased traffic impact, conflict with Scenic Byway designation & strain on our Canyon County First Responders —I respectfully request that the Commission deny CU-2025-0015.

Thank you for your thoughtful consideration.

Kind regards,
Anne Delgado
15451 Syrah Ct
Caldwell, ID 83607

February

Month In Review

Total Calls: 1,454

Nampa	Caldwell	Middleton	Other
804	503	70	78

Level Zero: 8

Times an Ambulance Shut Down:

Medic 45 (Nampa)	Medic 53 (Middleton)	ALS 58 (Wilder)
5	0	24

Call Type Data:

Traffic Accidents	Stroke/CVA
112	45
Overdose/Poisoning	Cardia Arrests
33	21

TacMed Call Outs: 4

Blood Administration: 3

March

Month In Review

Total Calls: 1,645

Nampa	Caldwell	Middleton	Other
897	594	80	74

Level Zero: 8

Times an Ambulance Shut Down:

Medic 45 (Nampa)	Medic 53 (Middleton)	ALS 58 (Wilder)
9	1	20

Call Type Data:

Traffic Accidents	Stroke/CVA
148	46
Overdose/Poisoning	**Cardiac Arrests**
30	20

TacMed Call Outs: 0

Blood Administration: 0

April

Month In Review

Total Calls: 1,583

Nampa	Caldwell	Middleton	Wilder	Other
882	572	77	23	29

Level Zero: 14

Times an Ambulance Shut Down:

Medic 45 (Nampa)	Medic 53 (Middleton)	ALS 58 (Wilder)
14	0	19

Call Type Data:

Traffic Accidents	Stroke/CVA
144	47
Overdose/Poisoning	Cardiac Arrests
21	23

TacMed Call Outs: 0

Blood Administration: 4

Arbay Mberwa

Exhibit F6

From: J Leathers <[redacted]>
Sent: Sunday, May 10, 2026 7:59 PM
To: Arbay Mberwa
Subject: [External] Norwegian Bazaar, Flea Market or "Special Events Facility"

My name is Judy Leathers and I live at 20520 Grape Lane and Frost Road in Sunnyslope. I do not see how a Flea Market, Norwegian Bazaar (whatever that is) or "Special Events Facility" fit into the Agriculture area we live in. Why can't we remain living in the country?

The last I heard or read, the traffic pattern sited by the Transportation Department led all the traffic going to Nampa from Lowell Road down Frost Road which means we would have the majority of 928 vehicles to deal with each daily event, just to get from Grape to Frost to Hwy. 55. Why do we need to encourage more traffic than we already are enduring? That would not be country, that is city living.

The guy who works for me says when he is moving farm equipment he gets negative gestures from drivers, honked at, etc. Bringing in more traffic will just make this more difficult for the farm people.

This proposal is strictly retail, it is not a promotion for Agriculture. The time frame 11 a.m. to 7/8 p.m. does not mention if that includes when the sales open and close or if that is when vendors can begin to set up or close. It appears that the "real" time is probably 7 to 11 or 6 to 12, when set up and clean up are included.

I was recently in Nampa on a Saturday and experienced the horrible parking and congestion of people which showed me that is where Flea Markets, etc. need to stay. Country living does not need this chaos, especially the animals.

I was disappointed to see that the applicants are not transparent about who they are, who they are working for and the total plan and intentions of the developer, i.e. "Special Events Facility." Is this actually another music event?

Sincerely,

Judy Leathers

Exhibit F7

Arbay Mberwa

From: JB F <[redacted]>
Sent: Sunday, May 10, 2026 9:19 PM
To: Arbay Mberwa
Subject: [External] Opposition to proposed Norwegian Bazaar - CUP (CU2025-0015)

Arbay,
We are writing to express opposition to the proposed Norwegian Bazaar/Flea Market CUP.

We reside at 13695 Cabernet Lane, Caldwell, ID 83607. Cabernet Lane is accessed off of Lowell Road. We believe the proposed Flea Market is not suitable for this location and that it would have an extremely negative impact on existing residents, like us, and highway travelers in the vicinity.

Our concerns include:
1. The proposed use is not consistent with the comprehensive plan. This area is zoned agricultural-tourism. A flea market is not a good fit for this zoning.
2. The flea market would be injurious to other property in the immediate vicinity and change the essential character of the area. Lowell Road south of Highway 55 is currently a low traffic road serving a small number of homes, the Canyon Hills Nursery, and a few businesses off of Plum road. The flea market could bring several hundred additional cars per day down Lowell Road. This will undoubtedly cause a traffic backup on Lowell, likely backing up traffic on Highway 55 as well. The traffic issue and mitigation plan must be fully addressed in a traffic impact study!
3. Essential services in this area, including police, fire and emergency medical services, are very limited. With potentially hundreds of customers visiting the flea market, there is a high risk that essential services will be called on periodically. Essential service providers should be contacted to ensure they are capable of providing support for the flea market. The flea market operator should also have police and emergency medical personnel on site during operating hours.

Please include us among those requesting denial of the CUP for the Flea Market.

Thank you.
Jeff and Barbara Fletcher

Arbay Mberwa

Exhibit F8

From: Johnny Golden <[redacted]>
Sent: Monday, May 11, 2026 9:46 AM
To: Arbay Mberwa
Subject: [External] Opposition to Conditional Use Permit CU 2025-0015

I am writing to express my opposition to Conditional Use Permit CU 2025-0015 regarding the proposed flea market development off Lowell Road. In my opinion, the proposed use — consisting of a 17-acre dirt lot with 900 parking spaces and 12–18 portable toilets — fails to protect the character and scenic qualities of an area that has been designated as a scenic byway. The scale and nature of the proposed development are not consistent with the agricultural and scenic character that this corridor is intended to preserve.

My primary concern relates to traffic safety and roadway capacity in the immediate area. Highway 55 (Sunny Slope Road) currently has a speed limit of 55 mph at the Lowell Road intersection. The right turn from Hwy 55 onto Lowell Road is extremely tight, requiring vehicles — especially those pulling trailers — to slow to speeds of less than 10 mph. Given the volume of proposed traffic attempting to access the flea market, it is conceivable that the right lane of Hwy 55 could become backed up to a stop during peak activity periods. Additionally, Lowell Road is a single-lane rural road in each direction, with limited vehicle storage capacity between the proposed flea market entrance and the Hwy 55 intersection. There is only enough room for approximately 15 vehicles before traffic would back up into the flea market exit as patrons attempt to turn left from Lowell Road onto Hwy 55. The steep approach from Lowell Road to the intersection with Hwy 55, combined with dramatic drop-offs along both shoulders, further compounds safety concerns. It is also common for farm equipment (slow-moving wide-load vehicles), to use Lowell Road. Considering these conditions, it is likely that flea market patrons will become frustrated by long delays entering and exiting the site and will seek alternate routes through surrounding rural roads that are also not designed or equipped to handle significant increases in traffic volume.

Should the Conditional Use Permit ultimately be approved, I strongly encourage consideration of several mitigation measures to address the substantial traffic and safety concerns associated with this proposal. These measures should include expanding Hwy 55 to provide a dedicated right-turn lane onto Lowell Road; widening and improving Lowell Road to include a dedicated left-turn lane onto Hwy 55, softening the steep roadway approach at the intersection, and widening and backfilling the shoulders on both sides of the roadway; and installing a traffic signal at the intersection of Lowell Road and Hwy 55. Without these substantial infrastructure improvements, I do not believe the surrounding road network can safely accommodate the proposed use.

Thank you for your consideration.

Johnny Golden
13633 Cabernet Lane
Caldwell, ID 83607
[redacted]

Arbay Mberwa

Exhibit F9

From: Zach Johnson <[redacted]>
Sent: Monday, May 11, 2026 9:55 AM
To: Arbay Mberwa
Subject: [External] CU2025-0015

To Whom It May Concern,

I would like to formally voice my opposition to Conditional Use Permit CU 2025-0015 for the proposed flea market development near Lowell Road. I believe the project, as currently proposed, is incompatible with the surrounding existing traffic facilities and will cause harm to locals surrounding this intended location due to increased traffic on roadways that are not equipped to handle the density of traffic.

A major concern is the impact this development would have on traffic flow and public safety. The intersection of Highway 55 and Lowell Road already presents challenges under existing conditions. Vehicles turning right from Hwy 55 onto Lowell Road must slow dramatically because of the sharp turn geometry, especially when towing trailers or larger equipment. With the amount of traffic anticipated from a flea market of this scale, it seems very likely that traffic could back up along Hwy 55 during busy periods. Lowell Road itself is also not designed to accommodate this level of use. As a narrow rural roadway with one lane in each direction, it has limited capacity for stacking vehicles near the intersection. In particular, vehicles attempting to turn left from Lowell Road onto Hwy 55 could quickly create congestion extending back toward the site entrance. The steep grade approaching the highway intersection, combined with narrow shoulders and significant drop-offs along the roadway, creates additional hazards. The area is also regularly used by agricultural equipment and other slow-moving vehicles, which would further complicate traffic operations and safety.

Given these conditions, I believe drivers visiting the flea market may attempt to avoid congestion by using nearby rural roads that are similarly unequipped for increased traffic volumes, creating additional impacts for surrounding residents and agricultural operations.

Regards,

Zach Johnson

13635 Cabernet Lane

Caldwell, ID 83607

[redacted]

Exhibit F10

Arbay Mberwa

From: Karen Rawlings <[redacted]>
Sent: Monday, May 11, 2026 11:29 AM
To: Arbay Mberwa
Cc: Karen Rawlings
Subject: [External] Written Testimony in OPPOSITION to CU-2025-0015 (May 21, 2026)

Canyon County Planning and Zoning
111 N 11th Ave
Caldwell, ID 83605

May 11, 2026

Ms. Mberwa,

I am writing regarding Conditional Use Permit application CU-2025-0015 (Liudahl for Symms Fruit Ranch). I formally **OPPOSE** this request. My reasons are set out as follows:

1. Concerns Regarding Compliance with previously Approved CUPs

CU-2024-002, requested by same applicant, was approved in March 2025 for a nursery with wholesale and retail components. The Greater Golden Gate Highway District required a traffic impact study to be completed within 90 days. As of April 2026, this has not been completed.

The intersection of Lowell Rd and Highway 55 is currently inadequate for the proposed number of vehicles expected to arrive at this proposed site. Affected roads besides Lowell Rd may include Frost, True, Plum, Apricot, Pear and Hoskins.

2. Prior Denial of Similar Non-Agritourism Use

The Planning and Zoning Commission previously denied CU-2022-0007 on the same parcel, which proposed a 15 acre RV park with 115 spaces, on the basis that it did not qualify as agritourism. The current proposal raises similar concerns as it appears to be commercial in nature, rather than agricultural.

If the current proposal is approved, it will be a detriment to the current look and feel of the Sunnyslope area.

3. Failure to Meet Canyon County Zoning Ordinance Criteria (CCZO 07-07-05)

Criterion 1 – Permitted Use

While a "Special Event Facility" may be considered under a Conditional Use Permit in an agricultural zone, this proposal does not function as such. The primary and ongoing use is clearly a flea market operating on a regular, recurring basis. This is more appropriately categorized as a commercial retail use, which is not permitted under a CUP in the agricultural zone.

Criterion 3 – Consistency with the Comprehensive Plan

The proposed use is not consistent with the comprehensive plan. The parcel is zoned agricultural and lies within the Scenic Byway Buffer overlay, which emphasizes preservation of rural character and scenic resources.This is supported by the surrounding land use, as adjacent properties are all zoned agricultural and are actively farmed.

Criterion 4 – Impact on Surrounding Area

The scale and intensity of this proposal would significantly alter the character of the area. Plans for approximately 928 parking spaces, up to 328 vendor stalls, installation of large access gates on Lowell Rd, and 12–18 portable restrooms are incompatible with the surrounding agricultural landscape. The area is currently characterized by predominantly agricultural uses along Highway 55 and nearby corridors.

4. Conflict with Scenic Byway Designation

This proposal is also inconsistent with the designation of Lowell Rd as part of the Snake River Scenic Byway under the 2030 Comprehensive Plan. The Idaho Transportation Department defines byway designation as requiring protection and enhancement of scenic, cultural, and natural resources, as well as consistency with corridor management plans (ITD Administrative Policy 5082. The commercial nature of this project would detract from the scenic and rural qualities that the byway designation is intended to preserve.

5. Location Within an Established Tourism Destination

Canyon County has invested significant resources in developing tourism in the Sunnyslope area. Not only would this proposed flea market detract from the Snake River Canyon Scenic Byway, but it would also undermine the purpose and tourism value of the AgVenture Trail, Sunnyslope Wine Trail, and the Sunnyslope and Snake River Valley American Viticultural Areas.

In conclusion, for the reasons stated above, I once again OPPOSE CU-2025-0015 in it's entirety. Thank you for your time and consideration in this matter.

Karen Rawlings

13600 Cabernet Ln

Caldwell, ID 83607

Exhibit F11

Arbay Mberwa

From: Gerri Smith <[redacted]>
Sent: Monday, May 11, 2026 12:16 PM
To: Arbay Mberwa
Subject: [External] CU2025-0015
Attachments: 20196.jpg; 21246.jpg; 21245.jpg; 21244.jpg; 21022.jpg; 21243.jpg; 21242.jpg

You will be receiving a letter from me in opposition.

I would like these attachments included. I am struggling with my new computer or I would send together.



August

Total Calls: 1,615

TRAFFIC ACCIDENTS:
174

STROKES/CVA:
36

OVERDOSE/POISONING:
30

CARDIAC ARRESTS:
17

Number of Times with NO Ambulances available "Level Zero": 14

Number of Times an Ambulance was Shut Down Due to Staffing

ALS 58 (Wilder) 17

Medic 45 (Nampa) 22

Medic 53 (Middleton) 4

July

Total Calls: 1,625

TRAFFIC ACCIDENTS:
172

STROKES/CVA:
33

OVERDOSE/POISONING:
38

CARDIAC ARRESTS:
15

Number of Times with NO Ambulances available

"Level Zero": 13

Number of Times an Ambulance was Shut Down Due to Staffing

ALS 58 (Wilder) 25
Medic 45 (Nampa) 27
Medic 53 (Middleton) 6

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Adobe Acrobat

Google Chrome isn't your default browser

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Open with

September Total Calls: 1,555

TRAFFIC ACCIDENTS:
179

STROKES/CVA:
33

OVERDOSE/POISONING:
26

CARDIAC ARRESTS:
30

Number of Times with NO Ambulances available "Level Zero": 18

Number of Times an Ambulance was Shut Down Due to Staffing

ALS 58 (Wilder) 19

Medic 45 (Nampa) 18

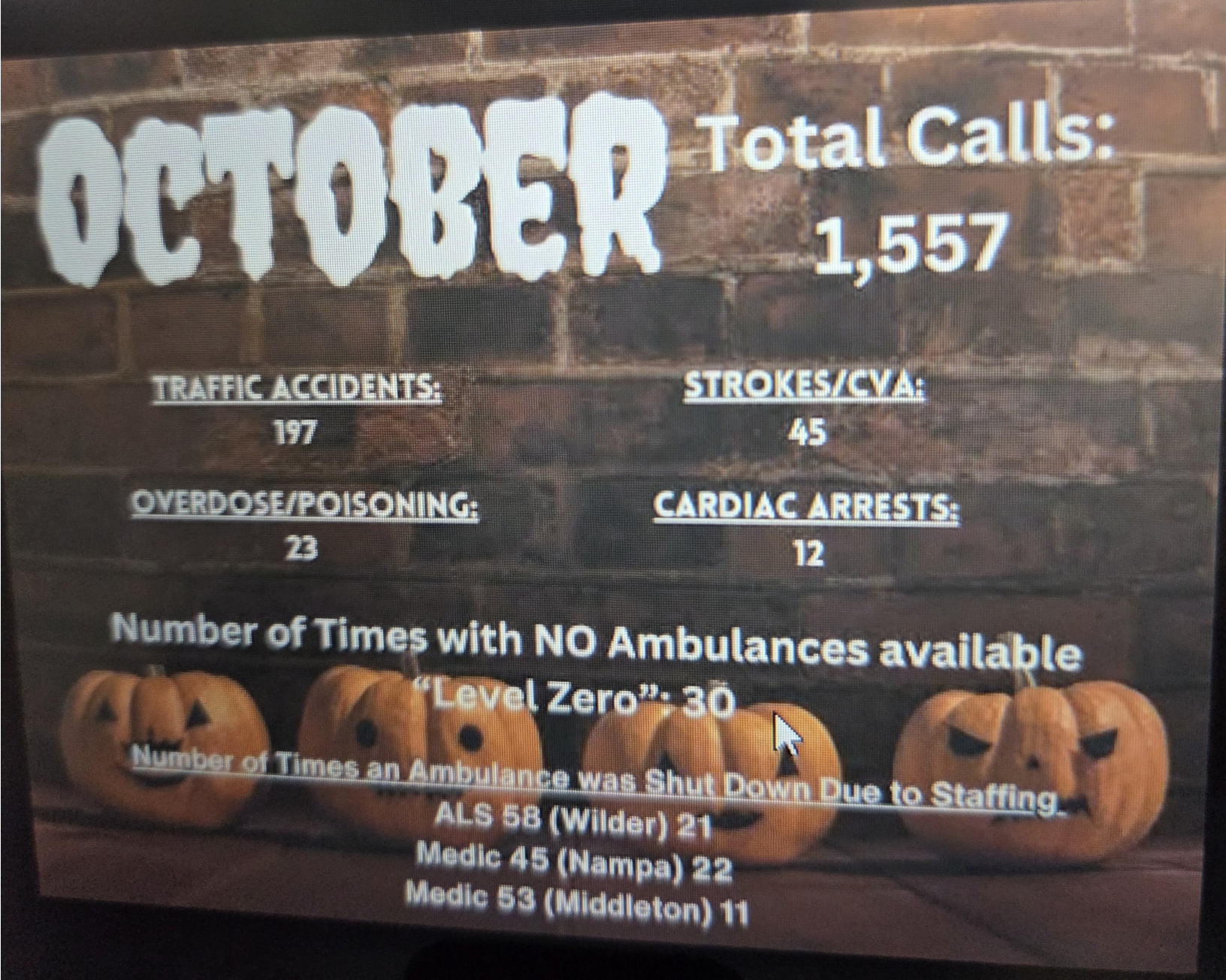
Medic 53 (Middleton) 7

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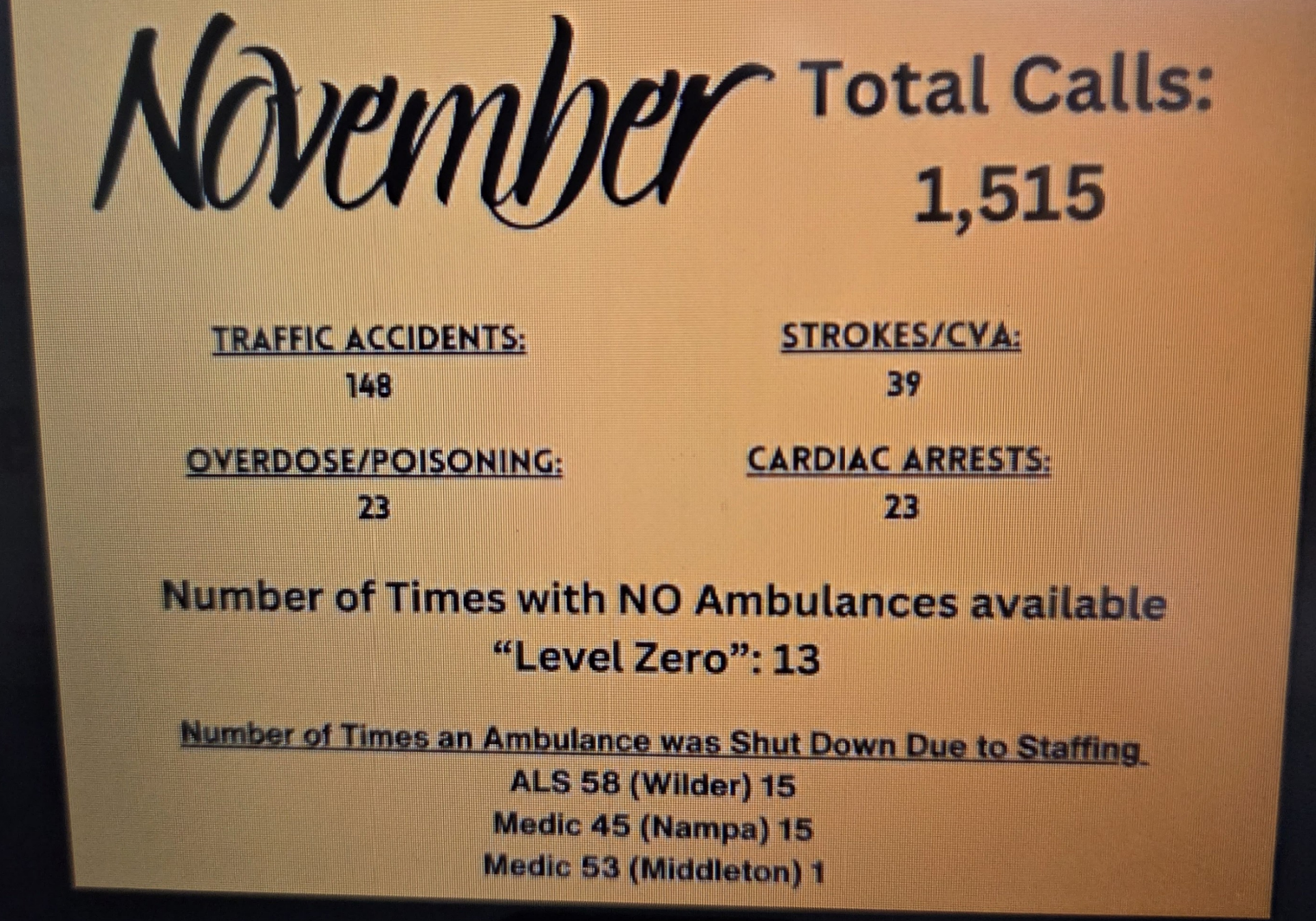




Exhibit F12

Arbay Mberwa

From: Krystal Johnson <[redacted]>
Sent: Monday, May 11, 2026 12:34 PM
To: Arbay Mberwa
Subject: [External] Conditional Use Permit CU2025-0015

Grant and Krystal Johnson
20727 Blue Mountain Drive
Caldwell, ID 83607

STRONG OPPOSITION – Conditional Use Permit CU2025-0015

To the Commission,

I am submitting this letter in strong opposition to Conditional Use Permit CU2025-0015. In my view, this proposal is fundamentally incompatible with the Sunnyslope corridor, the Snake River Canyon Scenic Byway designation, and the Canyon County Comprehensive Plan.

This is not a minor or low-impact use. It is a proposal for a recurring large-scale commercial event operation in the middle of a rural agricultural landscape that does not have the necessary infrastructure to support this use.

1) Scenic Byway Compatibility:

The most significant issue with this proposal is its direct conflict with the intent of the Snake River Canyon Scenic Byway designation.

This corridor is recognized for its agricultural vistas, open landscape character, and tourism value tied to vineyards, orchards, and rural scenery. The purpose of a scenic byway is not only to preserve views, but to protect the overall experience of traveling through a working agricultural landscape.

A recurring flea market/event center with hundreds of vendors, large-scale parking fields, portable infrastructure, heavy traffic turnover, and associated commercial activity is fundamentally inconsistent with that purpose.

Even if temporary in operation, the repeated conversion of agricultural land into a high-density commercial event site would permanently alter the character and experience of this scenic corridor. It would introduce a level of visual clutter, congestion, and commercial intensity that does not align with scenic byway preservation goals.

2) 2030 Comprehensive Plan Inconsistency

The Canyon County Comprehensive Plan clearly emphasizes preservation of agricultural land, rural character, and low-intensity agritourism.

This proposal does not meet that standard.

A use of this scale with 900 parking spots and 300 vendors occurring on a recurring basis, functions as a regional event destination rather than an agricultural support activity. It is difficult to reconcile how a large commercial gathering space with event-scale infrastructure fits within a planning framework designed to protect rural land from this type of conversion.

Approving this use would represent a meaningful shift away from the intended long-term vision for the Sunnyslope agricultural region.

3) Roadways and Safety

The surrounding roadway network is not designed for the type or frequency of traffic this proposal would generate.

Highway 55 at the Lowell Roadintersection operates as a high-speed rural highway. The turn movements into Lowell Road are already constrained by narrow shoulders and limited deceleration space. Under event conditions, it is foreseeable that vehicles would queue onto Highway 55 itself, creating a direct conflict with high-speed through traffic.

Lowell Road is a narrow rural road with limited capacity, no meaningful vehicle stacking area, and hazardous shoulder drop-offs. These conditions are not compatible with sustained peak traffic volumes associated with large-scale events.

Equally important, this corridor regularly accommodates agricultural equipment and slow-moving vehicles, further reducing safe operating capacity when mixed with large volumes of event traffic.

Without major infrastructure reconstruction—lane widening, turn lane installation, traffic control systems, and roadway upgrades—the system simply cannot support this level of use safely or repeatedly.

And that is the critical issue: those upgrades would not be minor improvements. They would fundamentally change the rural character of the corridor, replacing it with engineered, urban-style roadway infrastructure that is inconsistent with the very qualities the Comprehensive Plan and scenic byway designation are meant to preserve.

4) Broader Community Impact

Beyond immediate traffic and safety concerns, this proposal sets a precedent for transforming a rural agricultural corridor into a recurring event venue district.

Once that threshold is crossed, the expectation of additional infrastructure, expanded access, and increased development pressure becomes difficult to reverse.

That trajectory is not aligned with preserving Sunnyslope as a working agricultural landscape or scenic winery tourism corridor.

For these aforementioned reasons, I strongly urge denial of Conditional Use Permit CU2025-0015.

Krystal Johnson
[redacted]

Exhibit F13

Arbay Mberwa

From: Laura Schroeder <[redacted]>
Sent: Monday, May 11, 2026 12:46 PM
To: Arbay Mberwa
Cc: Jason
Subject: [External] Letter in Opposition of CU2025-0015 (Flea Market)

Canyon County Planning & Zoning Commission
111 N. 11th Avenue
Caldwell, ID 83605

RE: Conditional Use Permit Application CU2025-0015

Dear Members of the Planning & Zoning Commission,

I am writing to formally oppose Conditional Use Permit Application CU2025-0015 for the proposed flea market and “event center” development on Lowell Road in the Sunnyslope area.

My concerns are primarily related to the approval criteria outlined in Canyon County Code, specifically Items 3, 4, 7, and 8.

3. Consistency with the Comprehensive Plan

The proposed flea market is not consistent with the goals and vision outlined in the Canyon County 2030 Comprehensive Plan.

The Sunnyslope area has been intentionally preserved and promoted as an agricultural and agricultural-tourism region centered around vineyards, orchards, wineries, and scenic rural character. The Comprehensive Plan emphasizes protection of agricultural lands, preservation of rural identity, and support for compatible agritourism uses.

A large-scale commercial flea market with approximately 800-900 parking spaces and more than 300 vendor stalls does not align with those objectives. This proposal represents an intensive commercial event use rather than agriculture or agricultural tourism. The scale and operational impacts of the project are fundamentally inconsistent with the long-term planning vision for the Sunnyslope Wine Region.

Additionally, the applicant's use of the term “event center” creates significant ambiguity regarding the future scope and intensity of activities that could occur on the property. The term is broad and open to interpretation, raising legitimate concerns that the property could later be utilized for additional large-scale events or commercial activities beyond what neighboring property owners reasonably understand to be proposed today. Approving a broadly defined “event center” use introduces uncertainty and creates risk of expanded uses that may further conflict with the Comprehensive Plan and rural agricultural character of the area.

4. Injury to Nearby Property and Negative Change to the Character of the Area

The proposed use would negatively alter the essential character of the Sunnyslope area and would be injurious to surrounding agricultural properties.

Importantly, this particular section of Lowell Road is itself part of Idaho's designated scenic byway system - The Snake River Canyon Scenic Byway. The roadway corridor is specifically recognized for its scenic, agricultural, and cultural significance, including vineyards, orchards, wineries, and rural open space that contribute to the identity of the region.

The proposed flea market conflicts with the intent and character of the scenic byway designation as outlined in the Idaho Scenic Byways Program. The Idaho Transportation Department's Administrative Policy 5082 clearly identifies the purpose of scenic byways as preserving, protecting, and enhancing scenic, natural, historical, cultural, and recreational characteristics. The proposed development undermines these objectives.

A flea market consisting of 300+ temporary vendor spaces, extensive surface parking for 800-900 visitor vehicles in an open field, large numbers of porta potties (16+), traffic congestion, signage, noise, and visual clutter is incompatible with the scenic and agricultural identity of the area. Based on standard public health requirements for gatherings of this size, 16 porta potties would be required to accommodate an estimated onsite population exceeding 2,000 people (as estimated by Southwest District Health). The scale of temporary infrastructure necessary to support this use would introduce a level of commercial intensity and visual disorder that is inconsistent with the established character of the Sunnyslope Wine Region, the scenic byway corridor parameters, and the Snake River Canyon Scenic Byway itself.

There are also significant concerns regarding dust generation from thousands of vehicle trips on dry, unpaved surfaces during Idaho's summer months. Dust impacts may adversely affect nearby vineyards, wine grapes, fruit orchards, and surrounding agricultural operations, potentially harming crops and agricultural productivity.

7. Undue Interference with Existing and Future Traffic Patterns

The proposed flea market would create substantial and unsafe traffic impacts that the existing road infrastructure is not designed to accommodate.

The Sunnyslope area currently contains no comparable event venue or commercial operation generating the level of traffic proposed under this application. A development designed for over 828 vehicles entering and exiting multiple times daily, plus vendor traffic, is incompatible with the existing rural transportation network.

Specific traffic and safety concerns include:

- Lowell Road is a narrow rural road with limited width and no center line markings.
- The intersection of Highway 55 and Lowell Road lacks a dedicated southbound turn lane for vehicles turning west onto Lowell Road.
- Traffic waiting to turn onto Lowell Road would likely back up onto Highway 55, creating hazardous conditions.
- The turning area includes steep drop-offs adjacent to the roadway, increasing the risk of accidents.

- The intersection is currently unregulated, creating visibility and safety concerns for vehicles attempting to turn northbound onto Highway 55 from Lowell Road.
- Backed-up traffic would obstruct sight lines and significantly increase the likelihood of collisions.
- Highway 55 experiences heavy semi-truck traffic, traveling in excess of 55 MPH, and large trucks cannot stop quickly in congested or unexpected traffic conditions.

Additionally, there is already precedent in the immediate area demonstrating that existing Conditional Use Permit traffic review requirements have not been adequately completed or enforced. Conditional Use Permit CU2024-0002 for the Canyon Creek Gardens flower market was identified by the Golden Gate Highway District as warranting a Traffic Impact Study due to anticipated increases in traffic and roadway safety concerns associated with commercial event activity in the Sunnyslope corridor. Despite the clear recommendation and necessity for further traffic analysis, that Traffic Impact Study has reportedly never been completed (as of correspondence documented between Canyon County, JUB Engineers and the Golden Gate Highway District dated January 2026).

This is particularly concerning because it means there is already at least one active Conditional Use Permit in the immediate area operating without completion of a traffic analysis deemed necessary by the responsible highway district. Approving an even larger and more intensive commercial "event center" and flea market use before required traffic studies for existing developments have been completed and evaluated would compound unresolved roadway safety concerns and undermine confidence in the Conditional Use Permit review and enforcement process itself.

The cumulative impacts of multiple event-based commercial uses on Highway 55, Lowell Road, and surrounding rural infrastructure have therefore not been fully studied, quantified, or mitigated. Proceeding with approval under these circumstances creates significant risk to public safety and is inconsistent with responsible land use planning and infrastructure management.

A useful comparison is the annual Easter Sunrise Service at Lizard Butte, which draws approximately 2,000 attendees (as noted on the Lizard Butte Facebook page in 2026). Even though the event traffic begins at approximately 6:00 a.m., traffic congestion on Highway 55 has become severe enough to require police traffic control to prevent accidents. The flea market proposal could generate comparable traffic volumes on a recurring basis throughout the day and across multiple days, without the infrastructure or traffic controls necessary to safely support such activity.

The current roadway system is simply not equipped to safely manage this level of sustained traffic volume. Any approval of this application should require significant investment in roadway infrastructure, turn lanes, traffic signals, and other improvements.

8. Impacts on Essential Public Services

The proposed flea market would place increased demands on public services, including law enforcement, fire protection, emergency medical response, and traffic management.

Based on the application's proposed capacity of approximately 800-900 parking spaces, it is reasonable to estimate attendance levels at any given time approaching or exceeding 1,600+ visitors using an estimate of 2 persons per vehicle, consistent with the methodology commonly utilized by Southwest District Health when estimating sanitation and portable restroom requirements for large gatherings. In addition, the proposal includes more than 300 vendor spaces. Assuming an average of 1.5 individuals

associated with each vendor space, the event could reasonably generate an additional 450 people onsite. This results in a total estimated population approaching or exceeding 2,000 people at peak operation.

The National Association of EMS Physicians and the World Health Organization classify events exceeding 1,000 people as “mass gatherings” due to their risks and the potential to strain transportation systems, emergency medical response, law enforcement, and public safety resources.

The proposed flea market clearly meets and substantially exceeds this threshold. Large gatherings involving thousands of people and hundreds of vehicles are widely recognized as requiring heightened planning for emergency medical incidents, traffic control, crowd management, fire protection, sanitation services, and law enforcement response. These concerns are amplified in rural areas where roadway infrastructure, emergency access, and response capacity are more limited.

Given the traffic and roadway concerns outlined above, it is reasonable to expect increased need for police presence, traffic enforcement, emergency medical services, sanitation management (of the large number of porta potties plus enforcement of the garbage pick up after thousands of visitors daily) and accident response capabilities in the area. The existing rural infrastructure and emergency service systems serving the rural Canyon County area were not designed to support a high-intensity commercial venue of this scale operating on a recurring basis.

Approval of this application may therefore require additional public resources and funding to adequately address traffic safety, emergency response, sanitation oversight, and enforcement needs created by the proposed use.

Conclusion

For the reasons outlined above, I respectfully request that the Planning & Zoning Commission deny Conditional Use Permit Application CU2025-0015.

The proposed flea market and event center are inconsistent with the Canyon County Comprehensive Plan, incompatible with the scenic and agricultural character of the Sunnyslope region and the Idaho Scenic Byway guidelines, pose serious traffic and safety concerns, and would place undue burdens on public infrastructure and services.

Thank you for your time and consideration of these concerns.

Sincerely,

Jason & Laura Schroeder

20565 Lowell Rd

Caldwell, ID 83607

Exhibit F14

Arbay Mberwa

From: Pamela Nett <[redacted]>
Sent: Monday, May 11, 2026 1:03 PM
To: Arbay Mberwa
Subject: [External] Flea Market /Event Center

PUBLIC COMMENT – CONDITIONAL USE PERMIT CU2025-0015 Lowell Road Corridor (Sunnyslope Area)

Submitted by:

NAME Pamela Dixon

ADDRESS 20575 Blue Mountain Drive Caldwell, ID 83607

I am submitting this comment in opposition to Conditional Use Permit CU2025-0015 for a proposed flea market / event center on Lowell Road. My concerns focus on the incompatibility of this use with the rural agricultural setting, the scenic byway character of the corridor, and the safety limitations of the surrounding roadway network.

1. LAND USE COMPATIBILITY

This proposal introduces a large-scale, recurring commercial event use in an area that is designated for agriculture, vineyards, orchards, and low-intensity agritourism under the Canyon County Comprehensive Plan.

A use of this magnitude—featuring roughly 800+ parking spaces and hundreds of vendor stalls—operates more like a weekend event venue than a rural agricultural or agri-tourism use. While framed as a "flea market" or "event center," the scale and repetition of the activity are not consistent with preserving rural character or supporting agricultural or agri-tourism land use priorities in the Sunnyslope area.

The inclusion of an undefined "event center" designation also raises concern that additional commercial events beyond the flea market could occur over time without clear limits, further shifting the area away from its intended rural purpose.

---

2. SCENIC AND AGRICULTURAL CHARACTER IMPACTS

The site sits on Lowell Road in a section that is designated as The Snake River Canyon Scenic Byway, where the intent is to preserve open

landscape views, agricultural production, and rural tourism character.

A development of this type would introduce a highly concentrated temporary commercial footprint including extensive parking fields, vendor structures, portable sanitation facilities, signage, and high visitor volume activity. Even if temporary, the repeated transformation of agricultural land into a large-scale event site is not consistent with the scenic byway experience or the surrounding wine country identity.

3. TRAFFIC SAFETY AND ROADWAY LIMITATIONS

The existing road network in this area is not designed for event-level traffic volumes or peak congestion conditions of this scale.

Highway 55 operates at highway speeds (approximately 55 mph) at the Lowell Road intersection. The turn onto Lowell Road is narrow and requires significant deceleration, particularly for trailers and larger vehicles. During peak entry periods, it is reasonable to expect queuing that could extend back into Highway 55 itself.

Lowell Road is a narrow rural roadway with limited passing and storage capacity. Only a short queue of vehicles can be accommodated between the highway intersection and the proposed site before congestion spills back into the main highway. The intersection geometry—combined with steep

grades and roadside drop-offs—adds additional safety risk during congestion.

It is also important to note the presence of slow-moving agricultural equipment that regularly uses Lowell Road, further limiting safe traffic flow when combined with high-volume event traffic.

In similar conditions, it is likely that visitors frustrated by congestion will divert onto surrounding rural roads, like Frost Road, that are not designed for increased traffic loads.

CONCLUSION

For these reasons, I do not believe this proposal is compatible with:

- The agricultural and rural intent of the Comprehensive Plan
- The scenic byway and rural character of the Sunnyslope corridor
- The safe capacity of Lowell Road and Highway 55 infrastructure

I respectfully request denial of Conditional Use Permit CU2025-0015.

Arbay Mberwa

Exhibit F15

From: [redacted]
Sent: Monday, May 11, 2026 1:17 PM
To: Arbay Mberwa
Subject: [External] Symms/Luidahl Application Opposition

Arbay,

A couple of weeks ago, I drove by the Symms property where Canyon Creek Gardens was approved, including the large cider press structure, and took a few photos from the road.

I had previously emailed to ask whether that structure had been permitted and was initially told there were no open building permits. When I followed up and asked whether there was a zoning compliance approval for an Ag Exempt structure, staff was able to locate it. Having worked in the department, I know that these items can sometimes be categorized or tracked differently, so I understood where to look.

Using one of the photos I took from the road, I asked AI to place approximately 300 vendor tents in the open area beside the greenhouses to help visualize the potential scale of the proposed use. The attached image is the result.

Please note that this is **not an actual photograph of vendor tents on the property**. It is a photo-based AI visualization intended only to provide a general reference for what the area could look like if the application were approved. It should not be relied upon as an exact tent count, engineered layout, or scaled site plan.

I thought it might be helpful as a visual aid when considering the potential size and visual impact of the proposed use in relation to the existing greenhouse operation and surrounding agricultural area.



Thank you,

Connie Lou

Connie Lou Aebischer
Consultant for
GROWING TOGETHER
Protecting Agriculture.
Empowering Communities.

Arbay Mberwa

Exhibit F16

From: Shelly Scott <[redacted]>
Sent: Monday, May 11, 2026 2:21 PM
To: Arbay Mberwa
Cc: Darren Scott
Subject: [External] Opposition to Conditional Use Permit Application CU2025-0015 - Proposed Flee Market / Event Center on Lowell Road

Canyon County Planning & Zoning Commission
111 N. 11th Avenue
Caldwell, ID 83605

RE: Opposition to Conditional Use Permit Application CU2025-0015 – Proposed Flea Market / Event Center on Lowell Road

Dear Members of the Planning & Zoning Commission,

I am writing to formally oppose Conditional Use Permit Application CU2025-0015 for the proposed flea market and "event center" development on Lowell Road in the Sunnyslope area.

My concerns are primarily related to the approval criteria outlined in Canyon County Code, specifically Items 3, 4, 7, and 8.

3. Consistency with the Comprehensive Plan

The proposed flea market is not consistent with the goals and vision outlined in the Canyon County 2030 Comprehensive Plan.

The Sunnyslope area has been intentionally preserved and promoted as an agricultural and agricultural-tourism region centered around vineyards, orchards, wineries, and scenic rural character. The Comprehensive Plan emphasizes protection of agricultural lands, preservation of rural identity, and support for compatible agritourism uses.

A large-scale commercial flea market with approximately 828 parking spaces and more than 300 vendor stalls does not align with those objectives. This proposal represents an intensive commercial event use rather than agriculture or agricultural tourism. The scale and operational impacts of the project are fundamentally inconsistent with the long-term planning vision for the Sunnyslope Wine Region.

Additionally, the applicant's use of the term "event center" creates significant ambiguity regarding the future scope and intensity of activities that could occur on the property. The term is broad and open to interpretation, raising legitimate concerns that the property could later be utilized for additional large-scale events or commercial activities beyond what neighboring property owners reasonably understand to be proposed today. Approving a broadly defined "event center" use introduces uncertainty and creates risk of expanded uses that may further conflict with the Comprehensive Plan and rural agricultural character of the area.

4. Injury to Nearby Property and Negative Change to the Character of the Area

The proposed use would negatively alter the essential character of the Sunnyslope area and would be injurious to surrounding agricultural properties.

Importantly, this particular section of Lowell Road is itself part of Idaho's designated scenic byway system - The Snake River Canyon Scenic Byway. The roadway corridor is specifically recognized for its scenic, agricultural, and cultural significance, including vineyards, orchards, wineries, and rural open space that contribute to the identity of the region.

The proposed flea market conflicts with the intent and character of the scenic byway designation as outlined in the Idaho Scenic Byways Program. The Idaho Transportation Department's Administrative Policy 5082 clearly identifies the purpose of scenic byways as preserving, protecting, and enhancing scenic, natural, historical, cultural, and recreational characteristics. The proposed development undermines these objectives.

A flea market consisting of 300+ temporary vendor spaces, extensive surface parking in an open field, large numbers of porta potties, traffic congestion, signage, noise, and visual clutter is incompatible with the scenic and agricultural identity of the area. Based on standard public health requirements for gatherings of this size, dozens of porta potties would be required to accommodate an estimated onsite population exceeding 2,000 people (as estimated by Southwest District Health). The scale of temporary infrastructure necessary to support this use would introduce a level of commercial intensity and visual disorder that is inconsistent with the established character of the Sunnyslope Wine Region, the scenic byway corridor parameters, and the Snake River Canyon Scenic Byway itself.

There are also significant concerns regarding dust generation from thousands of vehicle trips on dry, unpaved surfaces during Idaho's summer months. Dust impacts may adversely affect nearby vineyards, wine grapes, fruit orchards, and surrounding agricultural operations, potentially harming crops and agricultural productivity.

7. Undue Interference with Existing and Future Traffic Patterns

The proposed flea market would create substantial and unsafe traffic impacts that the existing road infrastructure is not designed to accommodate.

The Sunnyslope area currently contains no comparable event venue or commercial operation, generating the level of traffic proposed under this application. A development designed for over 828 vehicles entering and exiting multiple times daily, plus vendor traffic, is incompatible with the existing rural transportation network.

Specific traffic and safety concerns include:

- Lowell Road is a narrow rural road with limited width and no center line markings.
- The intersection of Highway 55 and Lowell Road lacks a dedicated southbound turn lane for vehicles turning west onto Lowell Road.
- Traffic waiting to turn onto Lowell Road would likely back up onto Highway 55, creating hazardous conditions.
- The turning area includes steep drop-offs adjacent to the roadway, increasing the risk of accidents.
- The intersection is currently unregulated, creating visibility and safety concerns for vehicles attempting to turn northbound onto Highway 55 from Lowell Road.
- Backed-up traffic would obstruct sight lines and significantly increase the likelihood of collisions.
- Highway 55 experiences heavy semi-truck traffic, and large trucks cannot stop quickly in congested or unexpected traffic conditions.

Additionally, there is already precedent in the immediate area demonstrating that existing Conditional Use Permit traffic review requirements have not been adequately completed or enforced. Conditional Use Permit CU2024-0002 for the Canyon Creek Gardens flower market was identified by the Golden Gate Highway District as warranting a Traffic Impact Study due to anticipated increases in traffic and roadway safety concerns associated with commercial event activity in the Sunnyslope corridor. Despite the clear recommendation and necessity for further traffic analysis, that Traffic Impact Study has reportedly never been completed (as of correspondence documented between Canyon County, JUB Engineers and the Golden Gate Highway District dated January 2026).

This is particularly concerning because it means there is already at least one active Conditional Use Permit in the immediate area operating without completion of a traffic analysis deemed necessary by the responsible highway district. Approving an even larger and more intensive commercial "event center" and flea market use before required traffic studies for existing developments have been completed and evaluated would compound unresolved roadway safety concerns and undermine confidence in the Conditional Use Permit review and enforcement process itself.

The cumulative impacts of multiple event-based commercial uses on Highway 55, Lowell Road, and surrounding rural infrastructure have therefore not been fully studied, quantified, or mitigated. Proceeding with approval under these circumstances creates significant risk to public safety and is inconsistent with responsible land use planning and infrastructure management.

A useful comparison is the annual Easter Sunrise Service at Lizard Butte, which draws approximately 2,000 attendees (as noted on the Lizard Butte Facebook page in 2026). Even though the event traffic begins at approximately 6:00 a.m., traffic congestion on Highway 55 has become severe enough to require police traffic control to prevent accidents. The flea market proposal could generate comparable traffic volumes on a recurring basis throughout the day and across multiple days, without the infrastructure or traffic controls necessary to safely support such activity.

The current roadway system is simply not equipped to safely manage this level of sustained traffic volume.

8. Impacts on Essential Public Services

The proposed flea market would place increased demands on public services, including law enforcement, fire protection, emergency medical response, and traffic management.

Based on the application's proposed capacity of approximately 828 parking spaces, it is reasonable to estimate attendance levels at any given time approaching or exceeding 1,600 visitors using an estimate of 2 persons per vehicle, consistent with the methodology commonly utilized by Southwest District Health when estimating sanitation and portable restroom requirements for large gatherings. In addition, the proposal includes more than 300 vendor spaces. Assuming an average of 1.5 individuals associated with each vendor space, the event could reasonably generate an additional 450 people onsite. This results in a total estimated population approaching or exceeding 2,000 people at peak operation.

The National Association of EMS Physicians and the World Health Organization classify events exceeding 1,000 people as "mass gatherings" due to their potential to strain transportation systems, emergency medical response, law enforcement, and public safety resources.

The proposed flea market clearly meets and substantially exceeds this threshold. Large gatherings involving thousands of people and hundreds of vehicles are widely recognized as requiring heightened planning for emergency medical incidents, traffic control, crowd management, fire protection, sanitation services, and law enforcement response. These concerns are amplified in rural areas where roadway infrastructure, emergency access, and response capacity are more limited.

Given the traffic and roadway concerns outlined above, it is reasonable to expect increased need for police presence, traffic enforcement, emergency medical services, sanitation management, and accident response capabilities in the area. The existing rural infrastructure and emergency service systems serving the rural Canyon County area were not designed to support a high-intensity commercial venue of this scale operating on a recurring basis.

Approval of this application may therefore require additional public resources and funding to adequately address traffic safety, emergency response, sanitation oversight, and enforcement needs created by the proposed use.

Conclusion

For the reasons outlined above, I respectfully request that the Planning & Zoning Commission deny Conditional Use Permit Application CU2025-0015.

The proposed flea market and event center are inconsistent with the Canyon County Comprehensive Plan, incompatible with the scenic and agricultural character of the Sunnyslope region and the Idaho Scenic Byway guidelines, pose serious traffic and safety concerns, and would place undue burdens on public infrastructure and services.

Thank you for your time and consideration of these concerns.

Sincerely,

Darren and Shelly Scott

Lot 5

Cabernet Lane

Caldwell, ID 83607

[redacted]

[redacted]

Exhibit F17

Protecting Agriculture | Promoting Responsible Land Use | Strengthening Canyon County

Growing Together LLC
301 Warehouse St.
Caldwell, ID 83605

May 11, 2026

Canyon County Planning and Zoning Commission
Canyon County Development Services
111 N. 11th Ave., Suite 203
Caldwell, ID 83605

Re: Letter of Opposition and Proposed Findings for Denial — Symms / Liudahl Application CU2025-0015, Norwegian Bazaar / Flea Market

Dear Members of the Planning and Zoning Commission:

On behalf of Growing Together LLC, we respectfully submit this letter in opposition to the Symms / Liudahl application for a Conditional Use Permit for a proposed Norwegian Bazaar / flea market on property associated with Symms Fruit Ranch and Canyon Creek Gardens.

Growing Together recognizes that community-oriented and small-business activities can provide value in Canyon County when they are appropriately located, adequately supported by the record, and compatible with surrounding land uses. However, the applicant bears the burden of demonstrating that the proposed use is permitted by the Canyon County Zoning Ordinance and satisfies each Conditional Use Permit approval criterion in CCZO §07-07-05.

The source of the factual information relied upon in this letter is the County hearing packet and agency correspondence contained in PHM_CU2025-0015_041525_Redacted JA.pdf, along with the Canyon County Zoning Ordinance and Canyon County 2030 Comprehensive Plan.

CCZO §07-07-05 requires the presiding party to consider each Conditional Use Permit application by finding adequate evidence to answer eight specific questions in its Findings of Fact, Conclusions of Law, and Order. This letter follows those eight questions directly.

Proposed Findings Supporting Denial

1. Is the proposed use permitted in the zone by conditional use permit?

Answer: No.

Finding: The proposed use should not be found permitted in the Agricultural Zone by Conditional Use Permit because the actual use proposed is a flea market / recurring commercial vendor market, and "flea market" is not listed in the zoning matrix as an allowed use, conditional use, director decision use, or otherwise permitted use.

CCZO §07-01-05 provides that no person may commence any development or use unless the proposed use complies with Chapter 7 and any required approval is first obtained. CCZO §07-01-17 states that the purpose of Chapter 7 is to establish specific zones and define the allowed, permitted, and similar/accessory uses within each established zone.

The zoning matrix is therefore critical. If a use is not listed as permitted or conditionally permitted in the applicable zone, the County lacks a proper basis to approve that use by Conditional Use Permit. A Conditional Use Permit cannot be used to create a new use category that the zoning matrix does not authorize.

The record identifies this proposal as a weekend bazaar / flea market. In PHM_CU2025-0015_041525_Redacted JA.pdf, GGHD / J-U-B describes the application as a "special events facility for a weekend bazaar (flea market)" with up to 328

vendors, 12 food truck spots, Saturday and Sunday public hours, and approximately 928 parking spaces. Staff also referred to the requested use as a bazaar / flea market when analyzing sanitation and parking issues.

The applicant may characterize the proposal as a "special events facility," but the Commission should evaluate the actual use proposed. The actual use is a recurring flea market / vendor market involving rented vendor spaces, public retail sales, food trucks, ticket booths, and repeated weekend operations over multiple months.

The County's own definition of "flea market" describes a site used for ongoing sales with rented space for the public to show and sell selected items. That description fits the proposal more accurately than "special event." A "special event" may include a temporary or occasional bazaar, but this application is not a one-time or occasional event. It is a recurring commercial market.

Based on the proposed seasonal operation from the first week of April to the first or second week of September, with public operation on Saturdays and Sundays, the use could operate approximately 22 to 24 weekends per season, or approximately 44 to 48 public operating days per season. That does not function as a temporary special event. It functions as a recurring commercial retail use.

The Commission should not allow an unlisted flea market use to become permitted in the Agricultural Zone merely by labeling it a "special events facility." That would undermine the zoning matrix and allow general retail sales activity in agricultural zones where such uses are not authorized.

Because the proposed flea market is not listed as allowed or conditionally permitted in the Agricultural Zone, the required answer to CCZO §07-07-05(1) is No.

2. What is the nature of the request?

Answer: The nature of the request is a recurring commercial flea market / vendor bazaar, not a limited temporary special event or agricultural use.

Finding: The record shows that the proposed use is a large, recurring, public-facing commercial market. The application materials and agency correspondence describe rented vendor spaces, vendor setup, food trucks, ticket booths, public parking, portable restrooms, wash stations, trash receptacles, fencing, and repeated weekend operations.

GGHD / J-U-B described the proposal as a weekend bazaar / flea market with up to 328 vendors, 12 food truck spots, public operation on Saturdays and Sundays from 11:00 a.m. to 8:00 p.m., and approximately 928 parking spaces on approximately 17 acres. Staff also asked follow-up questions about vendor setup, whether vendors would bring tables and tents, cleanup, peak hours, anticipated visitors, average daily trips, parking requirements, and whether the flea market would have year-round operations.

This is important because the nature of the request drives the rest of the analysis. This is not a simple agricultural activity. It is not merely a farm stand, U-pick operation, corn maze, greenhouse, nursery, or agricultural education event. It is a vendor-rental market where multiple unrelated vendors may sell goods to the public.

The recurring nature also matters. A one-time bazaar may be a temporary special event. A recurring weekend flea market operating for approximately 44 to 48 public days per season is materially different. The Commission should identify the nature of the request as a recurring commercial flea market / vendor bazaar and evaluate the impacts accordingly.

3. Is the proposed use consistent with the Comprehensive Plan?

Answer: No.

Finding: The application does not demonstrate consistency with the Canyon County 2030 Comprehensive Plan, particularly the Agricultural Future Land Use designation, the Agri-Tourism Business Use / Exclusive Farm Use overlay, and the Scenic Byway Buffer overlay.

Staff specifically asked the applicant how the proposed use is consistent with the Comprehensive Plan because the subject property has an Agricultural Future Land Use designation with an Agri-Tourism Business Use / Exclusive Farm Use / Scenic Byway Buffer overlay. Staff described the Agri-Tourism Exclusive Farm Use area as one where property owners sell and produce vertically integrated agricultural goods and services, and where retail sales operations draw visitors wanting to buy goods and services offered on the property. Staff also described the Agri-Tourism Business Use area as intended for businesses that directly support agritourism-based operations and are sized and designed to align with the agritourism region.

The applicant has not shown that this flea market will sell or produce vertically integrated agricultural goods or services on the property. The record does not establish a meaningful connection to agricultural production, agricultural education, agricultural processing, farm products, or support for nearby farms.

Growing Together has supported agricultural and agritourism-related applications when the proposed use is clearly tied to agriculture and can maintain the agricultural character of the property. For example, Growing Together supported the Canyon Creek Gardens application because it proposed greenhouses, nursery uses, and other agricultural activities. This application is materially different.

A general flea market is not automatically agritourism merely because it is located on agricultural land. The proposed use is fundamentally commercial retail activity, and the record does not show that it advances agricultural preservation, agricultural viability, scenic corridor protection, or rural character policies.

For these reasons, the required answer to CCZO §07-07-05(3) is No.

4. Will the proposed use be injurious to other property in the immediate vicinity and/or negatively change the essential character of the area?

Answer: Yes.

Finding: The proposed use is likely to negatively change the essential agricultural and rural character of the area because it introduces a recurring commercial retail market of significant size and intensity into an agricultural setting.

The record describes a large organized market with hundreds of vendor spaces, food truck locations, ticket booths, parking areas, fencing, trash receptacles, portable restrooms, wash stations, access lanes, and fire truck turnaround areas. This is not a minor rural activity or limited farm-related use. It is a recurring public-facing commercial operation.

The applicant's statement that the land is "just a dirt field" is not substantial evidence of no impact. Open agricultural land is not vacant, valueless, or impact-free merely because it may appear as bare ground during part of the agricultural cycle. Agriculture is a land use. Agriculture is development. Irrigated fields, cultivated ground, soil preparation, farm access, crop rotation, nursery activity, and irrigation infrastructure are all part of the developed agricultural landscape.

The proposed flea market would place a recurring commercial sales operation over land that is already part of the County's agricultural system. Temporary tents and vendor booths do not eliminate the impact. A temporary structure can still support a recurring commercial use that changes the character of an area.

The application also does not adequately address cumulative impacts from existing approved or operating uses on the same parcel. Staff noted that Canyon Creek Gardens and Symms Fruit are also operating on the subject property under CU2024-0002, and that cumulative uses on the property may impact the case. Staff also noted that CU2024-0002 was not in compliance with its conditions of approval as of March 11, 2026, and advised the applicant to work with the property owner to bring that use into compliance.

The Commission should not approve a new public-facing commercial use while prior conditions on the same property remain unresolved.

For these reasons, the required answer to CCZO §07-07-05(4) is Yes, the proposed use would negatively change the essential character of the area and may be injurious to surrounding agricultural and rural properties.

5. Will adequate water, sewer, irrigation, drainage and stormwater drainage facilities, and utility systems be provided to accommodate the use?

Answer: The record does not contain adequate evidence to answer yes.

Finding: The applicant has not provided sufficient evidence that adequate water, sewer, irrigation, drainage, stormwater drainage facilities, and utility systems will be provided to accommodate the proposed use.

The sanitation record is especially incomplete. Southwest District Health advised that the applicant proposed eight portable restrooms, but that this was not enough under the Idaho Technical Guidance Manual. SWDH stated that even a 9-hour event with only 0-500 attendees would require 10 units. SWDH further noted that the applicant did not specify expected attendance, but because the site includes 900+ parking spaces, a reasonable estimate of two people per vehicle could mean approximately 1,800 attendees throughout the day, requiring 12-25 portable restrooms depending on event duration. SWDH stated that 8 units were insufficient and that the applicant should plan for at least 12-18 portable toilets depending on final attendance estimates and event duration.

This shows that the application did not establish adequate sanitation facilities at the time of review. The applicant's later willingness to add "as many as it takes" does not cure the lack of a defined attendance cap, final sanitation plan, or enforceable operational limit.

The irrigation issue is also unresolved. The proposed use is located in an agricultural area where irrigation facilities are part of the developed agricultural landscape. The record should demonstrate that any proposed driveways, access lanes, parking areas, vendor areas, and public circulation will not interfere with irrigation infrastructure or maintenance access. The current record does not provide enough evidence to support such a finding.

The parking and attendance uncertainty also affects this criterion. Staff calculated that 1,680 parking spaces would be required using the market area under CCZO §07-13-03(6). Agency materials reference approximately 928 parking spaces, while site-plan references appear to show different parking totals. Without a clear attendance cap and final parking plan, the County cannot reliably determine whether sewer/sanitation, drainage, stormwater, utilities, and related facilities are adequate.

For these reasons, the required answer to CCZO §07-07-05(5) should be No, or at minimum, the Commission should find that the record is insufficient to answer yes.

6. Does legal access to the subject property for the development exist or will it exist at the time of development?

Answer: The record does not contain adequate evidence to answer yes for the proposed scale and intensity of the use.

Finding: While the property may have physical or legal access generally, the record does not establish that legal and adequate access exists for the proposed development at the scale requested.

Staff specifically raised concern that the applicant proposed one access point despite the scale of the use and the potential for hundreds of visitors and 900+ parking spaces. Staff asked whether one access would be sufficient or whether a bottleneck could occur on Lowell Road.

GGHD / J-U-B also stated that the existing access and any additional access must be constructed in accordance with commercial/multiple residential approach standards. That means access was not simply a settled issue. It was tied to commercial-scale improvements and further review.

The distinction matters. The question is not merely whether the parcel touches a road. The question is whether legal access exists or will exist for the development being proposed. Here, the development is not a low-intensity agricultural use. It is a recurring public-facing flea market with hundreds of vendors, food trucks, and hundreds of vehicles.

The record does not establish that one access point is adequate or that all access improvements necessary for this commercial-scale use will exist at the time of development.

For these reasons, the required answer to CCZO §07-07-05(6) should be No, or at minimum, the Commission should find that the record is insufficient to answer yes.

7. Will there be undue interference with existing or future traffic patterns?

Answer: The record does not contain adequate evidence to answer no.

Finding: The applicant has not provided sufficient, reviewed, and rebuttable evidence showing that the proposed use will not unduly interfere with existing or future traffic patterns.

GGHD stated that a Traffic Impact Study was warranted for the previous CUP and had not been completed, and that a TIS would need to be done before GGHD could move forward. J-U-B, on behalf of GGHD, also stated that a TIS was warranted for this application due to the proposed uses, the data provided, and special circumstances, including possible turn lanes, additional access, and other improvements needed to accommodate traffic from both this application and the prior CUP.

Growing Together was recently notified that a Traffic Impact Study has now been completed and that it reportedly concludes 800 cars would have no impact. However, that reported conclusion has not been approved by Golden Gate Highway District, and there has not been sufficient time for the public or affected parties to review and rebut the study.

A late-submitted technical study should not be used as the basis for approval without meaningful public review. If the Commission intends to consider the new TIS, the Commission should reopen or continue the record specifically for the traffic study and provide adequate time for public, agency, and affected-party review and response.

The scale of the proposed use makes traffic review essential. The record references hundreds of visitors, 300+ vendor-related people, 900+ parking spaces, and peak weekend hours. This is not comparable to a low-intensity agricultural use. It is a recurring commercial event with concentrated weekend traffic.

For these reasons, the required answer to CCZO §07-07-05(7) should be Yes, there is a risk of undue interference with existing or future traffic patterns, or at minimum the record is insufficient to support a finding of no undue interference.

8. Will essential services be provided to accommodate the use, including school facilities, police and fire protection, emergency medical services, irrigation facilities, and will the services be negatively impacted by such use or require additional public funding in order to meet the needs created by the requested use?

Answer: The record does not contain adequate evidence to answer yes.

Finding: The applicant has not demonstrated that essential services will be adequately provided or that those services will not be negatively impacted by the proposed use.

The proposed use could bring hundreds of visitors, hundreds of vendor-related people, food trucks, public parking areas, temporary tents, portable restrooms, traffic circulation areas, and recurring weekend operations to the site. That scale raises legitimate questions regarding fire protection, emergency medical services, law enforcement, traffic control, sanitation, site addressing, and irrigation facility protection.

Southwest District Health's comments show that sanitation planning was incomplete because the proposed eight portable restrooms were insufficient, expected attendance was not clearly specified, and restroom needs could vary substantially depending on attendance and duration.

Emergency response is also unresolved. A recurring public-facing event with hundreds of people on site requires clear emergency access, site identification, addressing, internal circulation, and fire/EMS access. The record does not contain sufficient evidence to establish that these issues have been fully resolved.

Irrigation facilities must also be treated as essential services in this agricultural area. Agriculture is development, and irrigation infrastructure is part of that development. The proposal must demonstrate that public parking, access, vendor areas, fencing, and circulation will not interfere with irrigation facilities or their maintenance. The record does not contain enough evidence to make that finding.

For these reasons, the required answer to CCZO §07-07-05(8) should be No, or at minimum, the Commission should find that the record is insufficient to answer yes.

Conclusion

Based on the foregoing findings, Growing Together respectfully requests that the Planning and Zoning Commission deny the Symms / Liudahl application for good cause.

The application does not satisfy the required Conditional Use Permit criteria under CCZO §07-07-05. Most importantly, the answer to the first criterion must be No: the proposed flea market is not listed as an allowed or conditionally permitted use in the Agricultural Zone.

The applicant cannot convert an unlisted or prohibited commercial retail use into an allowed conditional use simply by labeling it a "special events facility." The Commission must evaluate the actual operation proposed: a recurring weekend flea market with hundreds of vendors, food trucks, hundreds of parking spaces, and approximately 44 to 48 public operating days per season.

The proposal also fails to demonstrate consistency with the Comprehensive Plan, compatibility with the agricultural and scenic character of the area, adequate sanitation and essential services, adequate access, and no undue interference with traffic patterns.

In the alternative, if the Commission intends to consider the newly completed Traffic Impact Study, Growing Together respectfully requests that the Commission reopen or continue the record for the limited purpose of allowing adequate public, agency, and affected-party review and rebuttal of that study before any decision is made.

Thank you for your careful consideration and for your service to Canyon County.

Sincerely,

George W Crookham

George Crookham
President
on behalf of Growing Together LLC

Growing Together LLC

Mission Statement: To improve citizens' knowledge of local land use planning and to support good economic land use decisions.