Call to Order
Roll Call
Proposed Amendments to Agenda

PURPOSE STATEMENT:
The work of all of our city commissions is appreciated. Specific to this meeting, we value and appreciate the work of the City Council, the Planning & Zoning Commission and the Design Review Committee. As we work together to achieve “a safe and healthy community where people prosper”, this workshop is intended to help enhance our communication, collaboration, and mutual understanding of our various roles. We will review the proposed 2040 Comprehensive Plan, City of Nampa’s strategic plan and recommended code changes.

Agenda Items:
I. Opening Remarks: Mayor Kling

II. Overview of the Comprehensive Plan Update – Doug Critchfield

III. Purpose of Boards – Norm Holm
   a. City Council Purpose (From City & State Code)
   b. Planning & Zoning Commission Purpose (From City & State Code)
   c. Building & Site Design Review Committee Purpose (From City Code)

IV. Responsibilities/Authorities of Governing Boards – Rodney Ashby
   a. Examples of Conditional Use Permits that City Council does not review except on appeal
      i. Discussion of Bars in the Downtown – Beth Ineck

V. Proposed code changes for self-storage units – Rodney Ashby

VI. Proposed code changes for Landscaping Ordinance – Doug Critchfield

VII. Strategic Plan & Communication Between Council, P&Z Commission, & Design Review Committee – Shannon Maguire

VIII. Staff summary and next steps

Adjourn

Next Meeting
Regular Council at 6:00 PM – Tuesday, September 3, 2019 - City Council Chambers
♦ Individuals, who require language interpretation or special assistance to accommodate physical, vision, hearing impairments, please contact the City Clerk’s Office at Nampa City Hall, (208) 468-5426. Requests should be made at least five (5) days prior to the meeting to allow time to arrange accommodations.

♦ Any invocation that may be offered before the official start of the Council meeting shall be the voluntary offering of a private citizen, to and for the benefit of the Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the Council and do not necessarily represent the religious beliefs or views of the Council in part or as a whole. No member of the community is required to attend or participate in the invocation and such decision will have no impact on their right to participate actively in the business of the Council. Copies of the policy governing invocations and setting forth the procedure to have a volunteer deliver an invocation are available upon written request submitted to the City Clerk.
Nampa

Mayor & City Council; P&Z Commission; Design Review Committee

Joint Workshop
Welcome

AUGUST 26, 2019

4:00 – 6:00 P.M.
MAYOR WELCOME
COMPREHENSIVE PLAN REVIEW
PURPOSE OF BOARDS
CODE CHANGES – STORAGE UNITS
RESPONSIBILITIES/AUTHORITIES OF BOARDS
- Bars        - Business License
CODE CHANGES – LANDSCAPING
STRATEGIC PLAN
COMMUNICATION
PURPOSE:

The work of all of our city commissions is appreciated. Specific to this meeting, we value and appreciate the work of the City Council, the Planning & Zoning Commission and the Design Review Committee. As we work together to achieve “a safe and healthy community where people prosper,” this workshop is intended to help enhance our communication, collaboration, and mutual understanding of our various roles. We will review the proposed 2040 Comprehensive Plan, City of Nampa’s strategic plan and recommended code changes.
REVIEW, FEEDBACK to APPROVAL PROCESS

Comprehensive Plan Review Advisory Committee  4 Workshops
1: Top Priorities, Community Values Role of Government
2: Future Land Use Map, Transportation, Parks & Pathways, Economic Development
3: Changes to the Future Land Use Map, Emerging Priorities, Strategies update
4: Strategic Goals and Priorities: Growth Impacts to Traffic Congestion, Affordable Housing, Essential Services, Quality of Life, Economic Diversity, Ag and Open Space Conservation, Connectivity, Mixed Use, Preservation of Nampa’s Character, Infill – Avoid Urban Sprawl

2019 Community Survey
Top issues: Public Safety, Infrastructure Improvements, Traffic Control, Education, Land Use Planning

Mayor’s Summer Tour public meetings w/ podcast in June and public at the Nampa Library on August 14th, 2019

Written comments from the public
Website presence: https://cityofnampa.us/516/Comprehensive Plan Update

Fall 2019
Department Head meetings
Comprehensive Plan Review Advisory Committee Meeting Review
P&Z Commission, Council Review and Adoption Process
Federal Standards:
The Fifth Amendment: “nor shall private property be taken for public use, without just compensation.”

Land use control context: …if the land use ordinance, regulation or decision is so restrictive as to deprive the owner of economically viable use of the property, then the property has, for all practical purposes, been taken by “inverse condemnation.”

Case Law regarding the “takings issue” are explored in this chapter.

Idaho State Requirements: All citizens have property rights and when land use decisions are made. Land use regulation or action must not be unduly restrictive so that it causes a “taking” of landowner’s property without just compensation.
Chapter Two

Population and Growth

- Population trends
- Historical and projected growth
- Demographics
- Challenges and opportunities of growth
- Opportunities for diversity
- Opportunities to work with regional partners

Population (est.) 2019: 105,158
Population grew 14.4% from 2010 to 2017

Population forecast (COMPASS)
- 2025: 120,679
- 2030: 131,406
- 2035: 141,600
- 2040: 150,547

Median age 2010: 30.1
Median age 2017: 31.4

Growth by age 2010-2017
- <20 years: +3.9%
- 20-64 years: +10.4%
- 65+ years: +27.4%

Population by race (%)
- White: 87.3%
  - (White Hispanic): 24.9%
  - (White not Hispanic): 75.1%
- African American: 5%
- Native American: 1%
- Asian/Pacific Is.: 1%
- Other (non spec.): 7.1%
- Two or more: 3.1%
Impacts of growth on housing
The Housing Opportunity Index (HOI)
Housing Characteristics
Housing Tenure and Occupancy
Innovative housing options to improve affordability
Housing Forecasts
Affordable housing
Guidelines for planning

Chapter Three Highlights...

48.4% of homes are affordable for medium income residents

Property values have increased 14% over the last year, whereas the average median income increased 2.8%

Median Home Price*
2017 - $133,900
2019 - $224,500

Nampa Housing Stock
Single-Family - 79.2%
Multi-Family - 14.9%
Manufactured - 5.9%
30.5% was built before 1979

Housing Tenure 2010-2017
Owner - 57.8% (-2%)
Renter - 37.1% (+6%)

Housing Occupancy (2017)
Units Occupied - 94.9%
Vacant Units - 5.1%

* SOURCE: Sperling, 2018/2019, downloaded April 26, 2019
ECONOMIC DEVELOPMENT

- Economic Development Trends
- Employment
- Current Business Environment
- Household Income
- Commuting Trends
- Workforce Development and Training
- Tourism
- Arts and Culture
- Business Development and Retention

Chapter Four Highlights...

Unemployment Rate 2019: 2.9%

Building permits pulled in 2018
Residential 813 = $114 Billion in value
Commercial 965 = $117 Billion in value

Labor Force: 42,063

Employment by Sector
- Private Wage - 83%
- Government - 11%
- Self-Employed - 5.8%

Workforce by Trade
- Education - 21%
- Retail - 13%
- Arts/Entertainment - 10%
- Manufacturing - 10%
- Construction - 9%

Per capita income: $18,123
Median Income: $43,058
Social Sec. avg.: $19,035

Weekday Commute
- Eastbound Avg. 56,000
- Westbound Avg. 53,440
Land Use History and Patterns
Land Use Setting Definitions
Land Development/Redevelopment/Infill
Innovations in Land Use: Transit Oriented, Master Planned Communities, Specific Area Plans, Cluster Development
Land Use Regulations
Subdivision Ordinance
Standards and Guidelines for Density Model Development
City Area of Impact Changes

Chapter Five Highlights…

Expansion of Mixed Use to include Master Planned Communities with design and comprehensive review standards

Emphasis on Transit-Oriented development and conservation of open space and agricultural land

Emphasis on preservation of the ‘rural character’ of Nampa in new neighborhood development

Change in the Area of Impact to include property near Lake Lowell and reduced in the south to Bennett Road

Emphasis on preserving Industrial Land, Infill, Redevelopment, Urban renewal and Affordable Housing

40+ changes to the Future Land Use Map
Chapter Six  Highlights…

Transportation Master Plan will guide development and maintenance over next 20 years with an estimated cost of $532 Million

Bicycle and Pedestrian Master Plan will guide development and maintenance over the next 20 years

Airport Master Plan to guide development in the airport area and vicinity – limits development types and landscaping.

Emphasis on Carpool and Van Pool for commuting

City working with COMPASS to identify funding for major projects, including Highway 16 south connection to Nampa.

Emphasis on improving Public Transportation
Chapter Seven  Highlights…

Public Safety
Police - 180 employees and 123 sworn officers
COMPSTAT – data to deploy resources
Nampa Police Volunteers - 40 participants
Police Activities League – 1,000 youth

Fire
- 77 Firefighters, 12 administrative staff
Serves 82 square miles
Goals: striving for 90% success in the following
Fire - 80 seconds turnout (alarm to en route)
5 min 20 sec – alarm to first engine arrival
EMS - 60 seconds turnout (alarm to en route)
5 min or less – alarm to arrival

Wastewater Treatment options - recycled

Library member of LYNX consortium with Canyon and Ada County communities with over 1 Million items available for check out

Idaho Power Integrated Resource Plan looks at energy demand over next 20 years – looking to include elements into the Comprehensive Plan (still researching)

City Services and Governance

City of Nampa Departments
Roles and responsibilities

Public Services (non -government)
Health, Solid Waste, Electric, Gas

Infrastructure
Water Delivery, Wastewater, Stormwater, Irrigation, Renewable Energy, Gas, Electrical Transmission System
Chapter Eight

Community Design

- Growth impacts
- Building Design
- Commercial and Industrial Design
- Open Space and Connectivity
- Landscaping, streetscapes, guidelines and standards update (to be updated based on Ch. 33 discussion)
- Historical Structures, Downtown
- Development patterns – Gateways, Signage, Public Art, Layout of neighborhoods and commercial areas
- Community Festivals and Events

Highlights...

Access and connectivity was rated as a high priority issue by the Comp Plan Review Advisory Committee.

Compatibility and character of new buildings, redevelopment and historical building restoration/renovation discussed.

Design considerations for Commercial, Gateway and Downtown areas.

Design Considerations for Industrial Areas.

Extensive discussion on landscape design.

Importance of historic building preservation.

Emphasis on design that contributes to neighborhood stability and ‘live, work and play’ in Nampa concept.

Nampa Streetscape Plan and Gateway Improvements emphasized.

Storage Unit design to be added per discussion.
Chapter Nine  Highlights…

New section: ‘The Case for Parks’

New Section: National Recreation and Parks Association – ‘Parks and Open Space Benefits’

Staffs work with the Community Planning Association of Idaho (COMPASS) has contributed to integrating the Nampa Bicycle and Pedestrian pathway network into a regional system

Recommends a new Parks and Recreation Master Plan that will identify current system longevity, needs, asset preservation, land acquisition opportunities, review existing trends and identify funding priorities

Looks to enhance relationship with Deer Flat Wildlife Refuge with the change of the City Area of Impact

- Park Planning
- Active vs Passive recreation
- Parks and open space benefits
- A review of the current system
- Non-City recreational opportunities
- Park categorization
- Bicycle and Pedestrian Master Plan goals and objectives
- Open Space
- Facility needs and asset preservation assessment
Overview of existing school system
School facility planning and development
Educational attainment
Districts: Nampa #131 and Vallivue #139
Enrollment Factors
Private and Chartered schools overview
School transportation – busing, safe routes
Institutions of higher learning

Highest Educational Attainment (2017)

<table>
<thead>
<tr>
<th>Age 25+ population</th>
<th>53,183</th>
<th>100%</th>
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<tbody>
<tr>
<td>K- 8th Grade</td>
<td>3,266</td>
<td>6%</td>
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<tr>
<td>9- 12th Grade</td>
<td>4,274</td>
<td>8%</td>
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<tr>
<td>High School Graduate</td>
<td>16,862</td>
<td>32%</td>
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<tr>
<td>Some College, no degree</td>
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<tr>
<td>Associates Degree</td>
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<tr>
<td>Bachelor's Degree</td>
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<td>13%</td>
</tr>
<tr>
<td>Graduate Degree</td>
<td>2,881</td>
<td>5%</td>
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</tbody>
</table>

Attendance
Nampa preK -12 #131 14,000+
Vallivue #139 8,500+

Northwest Nazarene University (NNU) area on the Comprehensive Plan plans for high density housing near campus.
CHAPTER ELEVEN
CULTURAL AND HISTORIC SITES

- Extensive overview of Nampa history
- Archeology
- Ecological Resources
- Historic sites overview
- Historic neighborhoods and districts
- Cultural events
- Cultural sites and museums

Chapter Eleven  Highlights...

Nampa has 80 historic buildings/sites

Nampa’s proximity to the Snake River Canyon Byway, Deer Flat Wildlife Refuge, Celebration Park petroglyphs make it attractive for ecotourism

Historic downtown renovations require design review and review by the Arts and Historical Preservation Commission

Nampa has 4 Historic Neighborhoods/Districts: North Nampa, City Center, University and Old Nampa. Specific plans for the first three were incorporated by reference to the 2035 Plan. 2040 plan looks for opportunities to incorporate other neighborhood/district preservation plans as they develop.
Chapter Twelve Highlights...

Desire to develop a resource management plan for publicly-owned land and as a reference for private landowners.

Access to open space needs to be preserved as City grows.

Desire to create a Specific Area Plan for Deer Flat and Lake Lowell as Impact Area changes.

Suggests an audit of natural resources within the City Area of Impact.

Suggests that the City look for ways to conserve resources through the use of efficient machinery and vehicles.

- Review of climate
- Environmental quality
- Surface Water and Water Delivery systems
- Groundwater, water storage, aquifers
- Stormwater treatment
- Air quality
- Agricultural impacts
- Greenways
- Soils
- Wildlife and habitat
Air Quality (Nampa avg.)
- Moderate Days: 24
- Unhealthy for Sensitive Groups: 3
- Unhealthy: 1
- Very Unhealthy: 0

Earthquakes
- Per FEMA: Nampa is in a ‘C’ seismic zone – good chance for an earthquake.
- Sawtooth Fault near Stanley could deliver a 7.5 magnitude earthquake.

Railroad
- 94% of railroad-related fatalities occur at crossings due to trespassing. There are 66 public and private rail crossings in Nampa City Limits.

Waste Remediation
- New: The Comprehensive Plan shows several waste remediation sites in the Nampa area.
Chapter Fourteen

AIRPORT

➢ Airport governance
➢ Role in National Plan of Integrated Airport Systems – General Aviation Designation
➢ Airport regulation
➢ Airspace
➢ Airport hazards and land use considerations
➢ Airport Master Plan
➢ Future Development in vicinity of airport

Nampa Municipal Airport is an integral part of Nampa’s transportation connection to the region, state and nation.

Nampa Airport (MAN) handles 92,000 operations annually

Airport will not expand runway in current master plan

Chapter Fourteen Highlights...

Airport Master Plan is set to be completed this fall – changes will be incorporated into the Comp Plan update
Future Land Use Map Northeast Highlights…

Provides more opportunity for Mixed use development

Adjusts Comprehensive Plan to match what is on the ground

Works with Meridian to buffer residential east of Can - Ada Road
Future Land Use Map Northwest Highlights…

Provides more opportunity for Mixed use development on the 20-26 Corridor and Ustick Road

Adjusts Comprehensive Plan to match what is on the ground

Suggests development of a trail or recreation area on the Boise River
Future Land Use Map
Southeast Highlights…

Adjusts Comprehensive Plan to match existing uses. It raises need to look at Commercial land use opportunities in the areas of Medium -Density Residential – requires a specific Area Plan to look at options.

Adds Mixed -Use

Adds Medium Density Residential to match existing uses.
Future Land Use Map Southwest Highlights…

Adjusts Comprehensive Plan to match existing uses. It raises need to look at Commercial land use opportunities in the areas of Medium-Density Residential – requires a specific Area Plan to look at options.

Adds General Commercial on Caldwell Blvd. and on 3rd St. S
Future Land Use Map Impact Area Highlights...

Adjusts Impact Area to include areas around Lake Lowell that were considered ‘Planning Areas’ in the 2035 Plan, and reduces the impact area in the south. Staff will set up a meeting with area residents who are affected by the change.
BOARDS

Purposes of the City Council, P&Z Commission, & Design Review Committee

Norm Holm
City Council

Duties & Responsibilities

(Ord. 2073) NCC 2-2-3-1
[City Council] “shall also perform all duties reasonably expected of them by nature of their office, including, but not limited to, the passing of ordinances and resolutions as well as investigation and study of work done for the city according to the committees upon which they may severally be appointed by the mayor.

Idaho State Code Title 50-210
“The mayor and council shall have authority to appoint such boards, commissions and committees as may be deemed necessary or expedient to assist the mayor and council in better carrying out the responsibilities of their offices.”
The powers, duties, and responsibilities of the planning and zoning commission shall comply with the state of Idaho local planning act of 1975.

Idaho State Code Title 67-6507
The "planning or zoning commission shall provide for citizen meetings, hearings, surveys, or other methods, to obtain advice on the planning process, plan, and implementation. The commission may also conduct informational meetings and consult with public officials and agencies, public utility companies, and civic, educational, professional, or other organizations. The commission may, at any time, make recommendations to the governing board concerning the plan, planning process, or implementation of the plan. The commission may perform such additional duties as may be assigned by the governing board.
Design review is a process whereby proposed architectural style for future construction is reviewed for its compliance with Nampa's design standards. Design review also helps ensure preservation and enhancement of special design or aesthetics of an area within which a project is proposed.

The committee shall review projects forwarded by staff, requested by the applicant, greater than five thousand (5,000) square feet or complicated in nature. The committee shall review projects for compliance with design review standards within title 10, chapters 4, ‘GB (GB1, GB2 And GBE) Gateway Business Districts/ Zones’, and 16, ‘BC Community Business District/Zone’, of this code. (Ord. 4159, 1-20-2015; and, Ord. 4281, 9-19-2016)

The BSDS Committee shall review projects and either approve, approve with conditions, or deny such application. Staff decisions may be appealed to the BDS committee, and conversely BSDS committee decisions may be appealed to the planning commission for review and decision.
Self-Storage

Proposed Code Changes

Rodney Ashby
Self-Storage Concerns

• Proliferation of storage units could lead to blight
  • Yardi Systems Inc.
    • National avg. per capita = 5.4 SQFT
    • Nampa per capita = 15.7 SQFT
  • Inconsistent with the feel of a residential neighborhood
• Units along major roadway corridors do not present the economically vibrant nature of the community
• Storage uses high value industrially zoned land for less intense use
Self-Storage Proposed Code

• Require a Conditional Use Permit for all storage units
• No longer allowed in IH (Heavy Industrial) district
• All new storage units shall comply with NCC 10-1-19 (architectural, lighting, setback, etc. requirements)
• NCC 10-1-19 Changes:
  • Design Review required for all storage units
  • 150’ setback from primary roadway corridor Right-of-Way
  • 2,500’ buffer from similar storage facilities
  • Storage solely for RV/Boat are not considered the same as a walk-up traditional storage facility
  • 100’ buffer from residential districts and Low/Med Density Residential on FLUM
  • 25’ landscape buffer next to roadway, pathway, or residential
Self-Storage Proposed Code

• New land use category: “Conditioned Multi-Level Building”
Self-Storage 2,500’ Buffer
Responsibilities/Authorities of Boards

Related to Development Process

Rodney Ashby
## Responsibilities/Authorities of Boards

<table>
<thead>
<tr>
<th></th>
<th>Design Review Applications</th>
<th>P&amp;Z Commission</th>
<th>City Council</th>
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</thead>
<tbody>
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<td>Design Review Applications</td>
<td>Bldgs&gt;5k sf &amp; complicated ✓</td>
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<tr>
<td>Annexation &amp; Zoning</td>
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<td>Zoning Map Amendment</td>
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<td>Development Agreement</td>
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<td>Preliminary Plat</td>
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<td>➤/Denial ▼</td>
<td>Consent Agenda ✓ / ()</td>
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<td>Vacation</td>
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<td>-</td>
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</tr>
<tr>
<td>Variance</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Comprehensive Plan</td>
<td>-</td>
<td>➤</td>
<td>✓</td>
</tr>
<tr>
<td>RV/Mobile Home Parks</td>
<td>-</td>
<td>➤</td>
<td>✓</td>
</tr>
</tbody>
</table>

- No Authority ➤ Recommending Authority ✓ Approval/Denial Authority () Appeal Authority
CONDITIONAL USE PERMIT examples

- Multi-family Residential in BC District
- Drug/Alcohol Addiction Treatment Center
- Shelter/Temporary Housing
- Public Self-Storage Unit Developments
- Bars (not associated with restaurant)
Developing Downtown

Planning Process and Vision for Downtown Nampa

Beth Ineck

CITYOFNAMPA.US
Downtown Strategic Planning

- Idaho Downtown Assessment Program, Department of Commerce
  - Focus Groups and Community Surveys
- BID Strategic Planning
  - Board based strategic planning
What We Heard

• A place where people want to be and businesses flourish
Implementing Change

• Adjustments to the Parking Management Plan
• Property Maintenance Code Adoption
• Design Review through Arts and Historic Preservation Commission
• Development of a full Main Street Program
  • Funding for Main Street Program Manager
  • Formation of Board of Directors including variety of stakeholders
• Review of City Ordinances to shape downtown in alignment with community vision.
Balance of Nightlife (Bars) and Family Friendly

- Greenville South Carolina – Regulated at time of CUP
- Greensborough North Carolina – Regulated as Privilege License
- St. Charles Missouri – ongoing regulation through point system
Definition of Privilege License

- Regulatory tool to manage businesses that have the potential to affect the economic and social wellbeing of the city and its residents.
  - Commonly found in Southeast USA: North Carolina, Alabama, Mississippi as well as Las Vegas
Privilege License for Nampa

• Issued prior to liquor license, utilize Greenville model of application
  • Technical Advisory Committee composed of staff from Econ. Dev, Building, P&Z, Police, Fire, Clerks and Mayor Office
• Regulates establishment serving alcohol.
  • Approval by Technical Advisory Committee appealed to City Council
• Requires full application and in-person meeting with committee and business owner
• Application includes:
  • Operating Plan, Security Procedures, Seating Plan, Business Plan, Questions on:
    • Describe how consistent with Comprehensive Plan
    • Describe how appropriate for location and compatible with character of existing and permitted uses and will not reduce property values.
    • Describe ways request will minimize adverse effects on adjacent lands including visual, parking, noise, glare and vibration, how will request not create a nuisance.
Clear Definition of Criteria for New or Renewal Applications

• Potential Point System based on Goals of Downtown
  • Orderly premises through prevention of immorality, violations of the law, affrays, breaches of the peace upon the premises, parking lots and area surrounding premises which is used as part of the business or under control of the license.
• Good Moral Character, defined in St. Charles MO ordinance
• Does the project reflect the vision identified in the Comprehensive Plan
• Does the operation create a nuisance to surrounding neighbors
• Criminal activity or police calls to business
Approval Process

1. Staff approval of Privilege License
2. P&Z approval of CUP with submittal of approval for Privilege License
3. Approval of Alcohol License through City Council
Regulatory Options for DH District

• Privilege License
  • Require privilege license for all alcohol permits in Historic District
    • Renewal annually or every 3 - 5 years to ensure owner is in compliance with initial plans

• CUP process
  • Elimination of the automatic transfer of CUP from one owner to next
  • CUP considered abandoned after 60 days of inoperation

• Alcohol Permit
  • Only granted after Privilege License and CUP approval
Business License

• Additional evaluation being conducted around implementation of Business License for all businesses in the City.
  • Public Safety, Fire and Building Department know who is in the City and ensure compliance with Life Safety Regulations
  • Economic benefit of understanding business mix, employment and industry
Corridor Beautification
“Landscaping”

Proposed Code Changes

Doug Critchfield
Purpose of Changes

• Clarify
• Less subjective interpretation
• Eliminate repetition
• Meet current needs of community
• Match established city processes
• Partnered closely with Parks Division & City Forester
Proposed Code Changes

• Two trees required on residential lot (1 in ROW)
• Smaller residential front yards only need plant 1 tree
• Multi-family housing shall plant ROW trees per code and 1 tree per 2,500 s.f. of landscaping
• No trees permitted in the airport runway protection zone (RPZ)
• Trees shall be selected from the Treasure Valley Tree Selection Guide (TVTSG)
• Deferral Agreement required for landscaping not installed due to weather/season
Next Steps

Public Hearings for:

• Storage & Landscaping Code Changes (September & October)
• Master Plan Adoptions (Fall 2019)
• Comprehensive Plan and Strategic Plan submitted for Council approval later this year
THANK YOU
for your feedback and involvement!

Feedback & Questions
Planning & Zoning Department

Before the Mayor, City Council, Planning and Zoning Commission, & Building & Site Design Review Committee
August 26, 2019

STAFF REPORT For Joint Meeting

Meeting Purpose:
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City of Nampa 2040 Comprehensive Plan (Update):
Doug Critchfield will provide handouts for each chapter of the Comprehensive Plan and will briefly discuss significant changes and priority strategies identified in the update to the plan. Please review the following video before the meeting which highlights the Comprehensive Plan content and primary goals:
https://livestream.com/cityofnampa/events/8707410/videos/192190978

The following provides a summary outline of each chapter to be covered:

Chapter 1: Property Rights
Federal Standards
The Fifth Amendment:
“nor shall private property be taken for public use, without just compensation.”
Land-use control context:
…if the land-use ordinance, regulation or decision is so restrictive as to deprive the owner of economically viable use of the property, then the property has, for all practical purposes, been taken by “inverse condemnation.”
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Chapter 5: Land Use
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- Land Use Regulations
- Subdivision Ordinance
- Standards and Guidelines for Density Model Development
- City Area of Impact Changes

Chapter 6: Transportation
Chapter 7: Public Services, Facilities, Utilities and National Interest Electrical Transmission Lines
This chapter explores:
City Services and Governance
City of Nampa Departments –
Roles and responsibilities
Public Services –
Health and Solid Waste
Infrastructure -
Water Delivery, Wastewater, Stormwater, Irrigation, Renewable Energy, Gas, Electrical Transmission System

Chapter 8: Community Design
➢ Growth impacts
➢ Building Design
➢ Commercial and Industrial Design
➢ Open Space and Connectivity
➢ Landscaping, streetscapes, guidelines and standards update (to be updated based on Ch. 33 discussion)
➢ Historical Structures, Downtown
➢ Development patterns – Gateways, Signage, Public Art, Layout of neighborhoods and commercial areas
➢ Community Festivals and Events

Chapter 9: Parks and Recreation
➢ Park Planning
➢ Active vs Passive recreation
➢ Parks and open space benefits
➢ A review of the current system
➢ Non-City recreational opportunities
➢ Park categorization
➢ Bicycle and Pedestrian Master Plan goals and objectives
➢ Open Space
➢ Facility needs and asset preservation assessment
Chapter 10: Schools and School Transportation
➢ Overview of existing school system
➢ School facility planning and development
➢ Educational attainment
➢ Districts: Nampa #131 and Vallivue #139
➢ Enrollment Factors
➢ Private and Chartered schools overview
➢ School transportation – bussing, safe routes
➢ Institutions of higher learning

Chapter 11: Cultural and Historic Sites
➢ Extensive overview of Nampa history
➢ Archeology
➢ Ecological Resources
➢ Historic sites overview
➢ Historic neighborhoods and districts
➢ Cultural events
➢ Cultural sites and museums

Chapter 12: Natural Resources
➢ Review of climate
➢ Environmental quality
➢ Surface Water and Water Delivery systems
➢ Groundwater, water storage, aquifers
➢ Stormwater treatment
➢ Air quality
➢ Agricultural impacts
➢ Greenways
➢ Soils
➢ Wildlife and habitat

Chapter 13: Natural Resources
➢ Air Quality Measures
➢ Floodplain
➢ Creeks, Canals and Ditches
➢ Earthquakes and seismic activity
➢ Stormwater discharge
➢ Wellhead protection
➢ Weather hazards/Wildfire
➢ Manmade hazards: noise, rail, ponds, storage tanks, gravel pits,
➢ Groundwater contamination
➢ Hazardous materials
➢ Airport Hazard Areas
➢ Remediation/Disaster Services
Chapter 14: Airport

➢ Airport governance
➢ Role in National Plan of Integrated Airport Systems – General Aviation Designation
➢ Airport regulation
➢ Airspace
➢ Airport hazards and land use considerations
➢ Airport Master Plan
➢ Future Development in vicinity of airport

We will also cover the following items:

• Review of Specific Area Plans
• Review of major standards & guidelines suggest in the Comprehensive Plan
• Review of Future Land Use Map

Purpose of Boards

Duty of Council Members:
“As members of the legislative and policy making branch of the city, the council shall devote as much time as is required for the efficient and faithful discharge of their duties. They shall attend all council meetings unless lawfully excused by the mayor or by a majority of the remaining members of council. They shall also perform all duties reasonably expected of them by nature of their office, including, but not limited to, the passing of ordinances and resolutions as well as investigation and study of work done for the city according to the committees upon which they may severally be appointed by the mayor.” (Ord. 2073) cc 2-2-3-1

Idaho State Code Title 50-210. BOARDS — COMMISSIONS. “The mayor and council shall have authority to appoint such boards, commissions and committees as may be deemed necessary or expedient to assist the mayor and council in better carrying out the responsibilities of their offices. The responsibilities, duties and authority granted permanent boards or commissions, shall be enumerated by ordinance. All appointments to permanent boards, commissions or committees shall be made by the mayor with the advice and approval of the council, and members of permanent boards, commissions or committees may in like manner be removed. Members of all such boards, commissions or committees shall serve without compensation, but actual and necessary expenses may be allowed by ordinance in the case of permanent boards, commissions or committees, or with prior approval of the mayor and city council for all other boards, commissions or committees. Unless otherwise specifically provided, each such board, commission or committee shall provide its own manner of organizing, but shall maintain such records and make such reports as the mayor and city council may require or request.”

Planning & Zoning Commission:
“The powers, duties, and responsibilities of the planning and zoning commission shall comply with the state of Idaho local planning act of 1975.” (Ord. 2073)

Idaho State Code Title 67-6507. “THE PLANNING PROCESS AND RELATED POWERS OF THE COMMISSION. As part of the planning process, a planning or zoning commission shall provide for citizen meetings, hearings, surveys, or other methods, to obtain advice on the planning process, plan, and implementation. The commission may also conduct informational meetings and consult with public officials and agencies, public utility companies, and civic, educational, professional, or other organizations. As part of the planning process, the commission shall endeavor to promote a public interest in and understanding of the commission’s activities.

The commission may, at any time, make recommendations to the governing board concerning the plan, planning process, or implementation of the plan. With the consent of the owner, the commission and its members, officers, and employees, in the performance of their functions, may enter upon any land and make examinations and surveys and place and maintain necessary monuments and marks thereon.

The commission may perform such additional duties as may be assigned by the governing board. The commission shall have the right to seek judicial process, as may be necessary to enable it to fulfill its functions.”

Building & Site Design Review Committee:
“Design review” is a process whereby proposed architectural style for future construction is reviewed for its compliance with Nampa’s design standards. Design review also helps ensure preservation and enhancement of special design or aesthetics of an area within which a project is proposed. All qualifying project types shall require design review approval by, and through, the City of Nampa, either by administrative approval of City designated staff or by the Building and Site Design Review Committee created by title 2, chapter 16 of this Code (hereinafter “committee”), before the City will issue a building permit for said projects.” (Ord. 4421 (3-4-2019) cc10-34-1)

“The committee shall review projects forwarded by staff, requested by the applicant, greater than five thousand (5,000) square feet or complicated in nature. The committee shall review projects for compliance with design review standards within title 10, chapters 4, ‘GB (GB1, GB2 And GBE) Gateway Business Districts/Zones’, and 16, ‘BC Community Business District/Zone’, of this code. (Ord. 4159, 1-20-2015; and, Ord. 4281, 9-19-2016)

The BSDS Committee shall review projects and either approve, approve with conditions, or deny such application. The planning director, or a designated representative, shall then notify the applicant in writing of the decision. (Ord. 4159, 1-20-2015)

Staff decisions may be appealed to the BSDS committee, and conversely BSDS committee decisions may be appealed to the planning commission for review and decision.
The powers, duties and responsibilities of the BSDS committee shall comply with the state of Idaho local planning act of 1975 (Ord. 3657, 1-2-2007).” (CC2-16-5)

Responsibilities/Authorities of Boards
As noted in the purpose for the governing boards, the City Council has the greatest number of responsibilities and authorities given to it through State Code and local laws. Other boards, commissions and committees are primarily created to “assist the mayor and council in better carrying out the responsibilities of their office.” However, when a Planning & Zoning Commission is created to assist City Council, that Commission must follow the land use planning act outlined in state code, providing the Commission some specific duties and responsibilities. As such, the City Council has the greatest number of responsibilities, the Planning and Zoning Commission has less, but still a significant amount, and the Building & Site Design Review Committee has limited and specific responsibilities for review building and site designs, but nothing beyond that. The attached exhibit “Responsibilities/Authorities of Boards” highlights each of the boards’ responsibilities related to development and land use processes. Staff has confirmed with the City’s Legal Counsel that the Council has the authority to require Conditional Use Permit review by the City Council where they desire. Staff notes a concern that taking on Conditional Use Permits may lead to significantly lengthening the required time commitment for City Council members at regularly scheduled meetings.

As a note to City Council, the following is a sample list of Conditional Use Permits that are approved or denied by the Planning & Zoning Commission and which are not considered by City Council unless the decision by the Commission is appealed to City Council for consideration.

- Multi-family residential development in a BC (Community Business) zoning district
- Drug/Alcohol Addiction Treatment Centers in some high-density residential and commercial districts
- Shelter/Temporary Housing in the DH (Downtown Historic) district and some residential districts
- Public Self-Storage unit developments
- Bars as a standalone business not associated with a restaurant
  - City of Nampa’s Economic Development Director – Beth Ineck, will be presenting ideas of how other communities have regulated bars in their downtown for your consideration and direction to staff.

Proposed Code Amendments to Title X Chapters 1 & 3 for Self-Service Storage Units

Purpose of Proposed Changes:
City Council adopted a moratorium on storage units on June 3, 2019. The moratorium stated several reasons for placing a hold on storage unit applications. First, the City of Nampa needed additional time to evaluate how to better regulate storage unit proposals after a dramatic increase in applications for entitlements. The City wished to manage visual conflict with surrounding land uses. In addition, the City wished to maintain continuity within zoning districts, a pleasant appearance on major roadways, and regulate an overabundance of storage units leading to impacts on surrounding properties’ marketability and value. Finally, the City wished to evaluate the preservation of industrially zoned properties for more intense land uses that bring greater numbers of jobs, require more utility services, and improve economic vitality of the community.

Yardi Systems Inc. a market research company produced a market analysis report this year for a local developer interested in storage unit development in Nampa. The report indicated that the "national average square/footage of self-storage per capita = 5.4 SQFT. Current square footage per capita based on completed facilities in Nampa = 15.7 SQFT (based on population of 102,000).” Conflicting reports have been given by storage unit developers & owners about vacancy rates in Nampa over the past three months, some claiming low and some moderate vacancy rates. This Yardi report appears to be the most objective analysis done about storage unit saturation. Since 2017, we have confirmed 18 storage unit entitlements or building permits. This proliferation of units has been a cause of concern for city leadership. Some have expressed concern of a future downturn in the economy that will potentially leave storage units vacant and lead to deterioration and blight. Another concern is that the abundance of storage units may lead to an economic hardship for existing businesses and upset the local market.

Attached, as an exhibit, is a table showing multiple local and some non-local communities’ approach to regulating self-storage units as compared to Nampa.

Summary of Proposed Changes:
Proposed changes to the zoning code chapters are attached as exhibits. The following is a summary of the most critical changes being proposed.

1. Currently, Storage Facilities are permitted uses in the BC (Community Business), BF (Freeway Business), IP (Industrial Park), IL (Light Industrial), and IH (Heavy Industrial Zones). The proposed changes eliminate the possibility of developing new storage unit facilities in the IH (Heavy Industrial) zoning district and require developers to obtain a CUP (Conditional Use Permit) for all other zones that previously permitted storage unit facilities.
   a. Any Self Storage Unit shall be required to meet the architectural, landscaping, location, setback, lighting, and safety standards identified in 10-1-19 of the City Code.

2. An additional land use category: Storage – Conditioned Multi-Level Building, is proposed on the “Schedule of District/Zone Land Use Controls” in 10-3-2 of the City Code. This use is proposed to require a CUP in the following districts: DB (Downtown Business), DV (Downtown Village), BC (Community Business), GB1&2 (Gateway Business). This land use will also require design review and
shall ensure a minimum of 50% of the ground floor square footage to be used for retail, office, or restaurant. (please see the following article for reference: https://www.thejaxsonmag.com/article/packed-murray-hill-house-debates-self-storage-proposal/)

3. City Code 10-1-19 proposed changes include the following:
   a. Projects along the following roadways shall place storage unit buildings a minimum of one-hundred-fifty feet (150’) from the primary roadway corridor right-of-way: Caldwell Blvd, Garrity Blvd, Idaho Center Blvd, Cherry Ln, Franklin Blvd, Ustick Rd, State Highway 20/26 (Chinden Blvd), Midland Blvd, State Highway 55 (Karcher Rd), Midland Blvd, Middleton Rd, Roosevelt Ave, State Highway 45 (12th Ave Rd), Southside Blvd, Northside Blvd, Amity Ave, and Lake Lowell Ave. Exception for Interstate/Freeway: Public storage facility buildings shall be placed a minimum of two-hundred-fifty feet (250’) from the interstate freeway.
   b. New public storage facilities shall be located a minimum distance of two thousand five hundred feet (2,500’) from an existing or permitted storage facility’s property lines; expansion of storage facilities shall be limited to the property boundaries existing at date of securing planning & zoning entitlement; storage facilities having obtained a building permit for construction of a storage facility as of DATE of ADOPTION, shall be permitted to expand within the boundaries of the property/properties as those property boundaries existed on DATE of ADOPTION;
      i. Exception: Storage facilities solely for RV and/or boat storage, shall be allowed within two thousand five hundred feet (2,500’) of a “walk-up” or traditional enclosed storage facility; and shall be located a minimum distance of two thousand five hundred feet (2,500’) from another RV and/or boat storage facility; and
      ii. Exception: Storage facilities which include “walk-up” or traditional enclosed storage units, shall be allowed within two thousand five hundred feet (2,500’) of a solely RV and/or boat storage facility; and
   c. Public storage facility buildings shall be located a minimum distance of one hundred feet (100’) from any RS (Single Family Residential) or RD (Residential Duplex) zoning district, from any low or medium density designation on the Comprehensive Plan Future Land Use Map not annexed into the city, and one hundred feet (100’) from any existing residential building.
   d. Public storage facility properties that are contiguous to RS (Residential Single Family) or RD (Residential Duplex) zoning districts, or that are located in a BN (Neighborhood Business) or RP (Residential Professional) zoning district shall limit the height of storage buildings to ten feet (10’) at the edge of eaves.
   e. Landscape buffer: The fifteen-foot (15’) landscape buffer as described in 10-33-4 A.1 shall be expanded to twenty-five feet (25’) and apply to any portion of the project property/properties that are contiguous to street, pathway, or sidewalk right-of-way, and along any property line shared by a
residentially zoned property or a property designated as low or medium density residential in the Comprehensive Plan Future Land Use Map.

**Proposed Code Amendments to Title X Chapter 33: Corridor Beautification**

**Purpose of Proposed Changes:**
As part of the City’s efforts to update Planning & Zoning Code, we have worked closely with our City Attorney to improve clarity so that less subjective interpretation is necessary and so that city boards, residents, and developers can better understand what is expected. Some changes were also necessary to eliminate repetition, to create more concise direction, to meet the current needs of the community, and to better match established city processes. We have worked closely with the City Forester and Parks Division to update this chapter of our code.

**Summary of Proposed Changes:**
Proposed changes to the Corridor Beautification zoning code chapter are attached as exhibits. The following is a summary of the most critical changes being proposed.

1. A new residence or subdivision in the RA, RS and RD zoning districts shall plant two (2) trees per dwelling unit; one (1) ‘Class II’ tree in the Right-of-Way, and one (1) ‘any class’ tree on each lot. If the right-of-way planting area is less than 100 square feet, the tree that is required in the right-of-way may, in lieu, be planted in the front yard of the property. This requirement was a change from a minimum requirement of two trees in the front yard -one in the right-of-way and one in the yard. In some cases, due to the shape and size of a yard, it was very difficult to plant two trees.

2. New Multi-Family residences and subdivisions in the RML, RMH and RP zoning districts shall plant street trees in the right-of-way per Section 10:33-4.A.2: Corridor Landscaping. In addition, a minimum of one (1) ‘any class’ tree for every 2,500 square feet of landscape area shall be planted, with exception to parking lots which require Class II trees.

3. No trees shall be allowed in the airport runway protection zone (RPZ), building restriction line (BRL), or within five hundred feet (500’) of the North Kings Road/Airport Road or Victory Road/Happy Valley Road intersection centers. Trees near the airport attract birds and create a safety concern for pilots.

4. All trees shall be selected from the Treasure Valley Tree Selection Guide (TVTSG), incorporated herein by reference, with the exception of the Acer Rubrum and the Acer Freemanii species. This is a regionally produced tree list for our area.

5. Trees specified for planting in the Right-of-Way shall be deciduous and selected from the TVTSG Class I and Class II Tree List. The city forester and city planning director shall have discretion to require a substitution for any tree species specified. Tree species that are not specified in the TVTSG list and trees placed
in common areas shall require review and approval from the city forester or planning director.

6. The City may request or require a deferral agreement requiring specific landscaping in the event of such redesign or redevelopment. For landscaping that cannot be installed due to weather between November 1 and May 1 of the following year, a deferral agreement shall be required.

Strategic Plan & Communication Between Governing Boards
Shannon McGuire, a consultant who helped the city through the development of the Strategic Plan, will review the plan with the boards and will guide members through a process to help improve communication and collaboration.

Exhibits
- Responsibilities/Authorities of Boards
- Yardi Systems Market Report
- Concerns vs. Proposed Solution Table
- Self-Storage Comparison Images
- Storage Units with a 2500 foot Buffer Map
- Storage Units with a 1500 foot Buffer Map
- Schools & Parks with a 1000 ft buffer Map
- Storage Unit City Comparison Table
- Title X Zoning District Abreviations
- Proposed Changes to Title X (10) Chapter 1
- Proposed Changes to Title X Chapter 3
- Proposed Changes to Title X Chapter 33
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<tr>
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<td>Consent Agenda</td>
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<td>Short Plat</td>
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<td>Bilegs &gt; 5k sf</td>
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<tr>
<th>City Council</th>
<th>P&amp;Z Commission</th>
<th>BS5 Committee</th>
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**Responsibilities/Authorities of Boards**
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<tr>
<th>Property Name</th>
<th>Address</th>
<th>Total SqFt</th>
<th>Estimated Rentable SqFt</th>
<th>Total Acres</th>
<th>Number of Buildings</th>
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<tr>
<td>24-7 Storage</td>
<td>1219 North 11th Avenue</td>
<td>41,580</td>
<td>39,501</td>
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<td>AA-Always Affordable Mini Storage</td>
<td>15 18th Avenue South</td>
<td>10,160</td>
<td>9,652</td>
<td>1</td>
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<td>Access Mini - Storage</td>
<td>1101 North Franklin Blvd</td>
<td>42,755</td>
<td>40,617</td>
<td>3</td>
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<td>1998</td>
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<td>All Seasons Storage</td>
<td>2707 2nd Street South</td>
<td>96,987</td>
<td>92,137</td>
<td>7</td>
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<td>Alpine Self Storage</td>
<td>2593 2nd Street South</td>
<td>60,897</td>
<td>57,852</td>
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<td>Big Storage Idaho</td>
<td>504 Caldwell Blvd</td>
<td>91,967</td>
<td>87,368</td>
<td>6</td>
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<td>2017</td>
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<td>Boulevard Storage</td>
<td>376 Caldwell Blvd</td>
<td>49,397</td>
<td>46,927</td>
<td>3</td>
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<td>Canyon Storage</td>
<td>3011 Caldwell Blvd</td>
<td>73,900</td>
<td>70,205</td>
<td>3</td>
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<td>Evergreen Storage</td>
<td>2819 Caldwell Blvd</td>
<td>31,050</td>
<td>29,497</td>
<td>19</td>
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<td>Fortress Storage</td>
<td>59 North Happy Valley Road</td>
<td>124,600</td>
<td>118,370</td>
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<td>Greenhurst Mini - Storage</td>
<td>734 West Greenhurst</td>
<td>23,151</td>
<td>21,993</td>
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<td>Idaho Storage Connection</td>
<td>2316 West Hemingway Blvd</td>
<td>70,400</td>
<td>66,880</td>
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<td>Idaho Storage Connection</td>
<td>827 West Karcher Road</td>
<td>110,478</td>
<td>104,954</td>
<td>24</td>
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<td>Karcher Storage</td>
<td>2400 Sundance Road</td>
<td>19,138</td>
<td>18,181</td>
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<td>Keylock Storage</td>
<td>17792 Middleton Road</td>
<td>126,015</td>
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<td>Keylock Storage</td>
<td>146 North Middleton Road</td>
<td>47,508</td>
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<td>Republic Storage</td>
<td>1212 Shilo Drive</td>
<td>192,694</td>
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<td>12</td>
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<tr>
<td>Southside Storage</td>
<td>2508 Southside Blvd</td>
<td>64,500</td>
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<td>4</td>
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<td>Stor - It Self Storage</td>
<td>6236 Hunt Avenue</td>
<td>63,375</td>
<td>60,206</td>
<td>6</td>
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<td>2015</td>
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<td>Stor All Self Storage</td>
<td>2821 12th Avenue Road</td>
<td>102,320</td>
<td>97,204</td>
<td>5</td>
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<td>Storage Company, The</td>
<td>820 7th Street North</td>
<td>58,020</td>
<td>55,119</td>
<td>9</td>
<td>16</td>
<td>1957</td>
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<tr>
<td>U - Haul Moving &amp; Storage</td>
<td>2112 Caldwell Blvd</td>
<td>38,160</td>
<td>36,252</td>
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<td>Safeguard Storage</td>
<td>2105 North Middleton Road</td>
<td>52,365</td>
<td>49,746</td>
<td>4</td>
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<tr>
<td>Stor - It Self Storage</td>
<td>650 South Midland Blvd</td>
<td>80,000</td>
<td>76,000</td>
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**Total Completed:**

1,671,417  1,587,841

**Planned:**

- Big Storage Idaho: 40,000  38,000  2  8  2019
- Kings Road Self Storage: 58 North Kings Road 65,900  62,605  4  7  2020
- Platinum Storage: 908 West Karcher Road 908,000  89,900  5  10
- Sugar Street Self Storage: 56 North Sugar Street 56,000  54,000  11  11

**Total Planned:**

105,900  100,605

**TOTAL COMPLETED AND PLANNED SQUARE FOOTAGE**

1,777,317  1,688,446

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**Note 1:** National average square footage of self-storage per capita = 5.4 SQFT.

Current square footage per capita based on completed facilities in Nampa = 15.7 SQFT (based on population of 102,000)

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Data Source: Yardi Systems Inc. Copyright 2017
<table>
<thead>
<tr>
<th>Storage facilities have traditionally been located in industrial zones.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional public storage facilities will only be allowed by CUP.</td>
</tr>
<tr>
<td>Traditional public storage facilities will not be a permitted or CUP use in the HI (Heavy Industry) zone.</td>
</tr>
<tr>
<td><strong>Corridors:</strong> and that need good access to transportation that need greater capacity for sewer, water, and other utilities' better than the sewer facilities other utilities' public systems that express the interest in the industrialized zone and for the businesses involved in the job-creating businesses. Developments with large commercial units that express interests in being industrialized. Member and exhibit to the city in the new or existing storage facilities.</td>
</tr>
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<table>
<thead>
<tr>
<th>From the interstate freeway.</th>
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</thead>
<tbody>
<tr>
<td>Public storage facility buildings shall be placed a minimum of two-hundred fifty feet (250)</td>
</tr>
<tr>
<td><strong>Community that wants to present to its visitors of the city do not present the economically vibrant nature of the city. Along with major roadway corridors through and to the neighborhood.</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Schools and neighborhood area:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>All traditional public storage facilities are now required to obtain a conditional use permit.</td>
</tr>
<tr>
<td>To be in as RD zoning district.</td>
</tr>
<tr>
<td>Break the neighborhood with the feel of a residential area.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>At the time of adoption of any expansion of storage facilities into properties that a building permit has been obtained or PZ entitlements.</th>
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</thead>
<tbody>
<tr>
<td>Then expansion of public storage facilities to the property boundaries as they existed at time the seaward expansion of existing storage until development to the properties to which they have limit new storage units from being constructed within 2500 ft of an existing storage unit.</td>
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</tbody>
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<table>
<thead>
<tr>
<th><strong>Proposed Solution</strong></th>
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<tr>
<td><strong>Concern</strong></td>
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SELF-STORAGE
STORAGE UNITS with a 2500 foot Buffer
<table>
<thead>
<tr>
<th>City</th>
<th># Zones Allowing Storage Units</th>
<th># Zones Requiring Special Permit</th>
<th>Zones Requiring Special Permit</th>
<th># Zones Permitted</th>
<th>Zones Permitted</th>
<th>Front Setback</th>
<th>Front Setback at ROW</th>
<th>Internal Setback</th>
<th>Internal Setback Next to Residential</th>
<th>Landscaping required in Setback?</th>
<th>Additional landscaping required?</th>
<th>Architectural standards</th>
<th>Design Review</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nampa, Idaho</td>
<td>9</td>
<td>4</td>
<td>RP, BN, G31, G32</td>
<td>5</td>
<td>BC, BF, IP, IL, IH</td>
<td>RP &amp; BN in 20' or 35' if across from residential, IP-25', ILB&amp;H-10', IP&amp;B if across from residential: 50', GB1&amp;2 for Art &amp; Collector: 35', GB1&amp;2 for Local: 15', BC for Art &amp; Collector: 20'</td>
<td>GB1&amp;2: 5' w/ screening fence or wall, BC10' or wall/fence, BN15' &amp; fence/wall/fence, IP&amp;B: 30', IP&amp;B: 25' &amp; fence/wall/landscape screening</td>
<td>RP: 8'</td>
<td>GB1&amp;2: 20' (Art), 10' (Collector), 7' (Local) landscape berm 1:1.5, BC: 10' setback or fence/wall/landscape screen, GB1&amp;2, BN, 80', IP, IL, IH: fence/wall/landscape screen</td>
<td>Yes</td>
<td>GBI, G32, BN, &amp; BC districts have limited standards specifically for storage units</td>
<td>Yes in GBI, G32, BN, &amp; BC districts</td>
<td></td>
</tr>
<tr>
<td>Caldwell, Idaho</td>
<td>5</td>
<td>5</td>
<td>C-2, C-3, M-1, L-1, A-D</td>
<td>0</td>
<td>-</td>
<td>Land uses are placed in one of five Intensity Classes. All setbacks are determined by the relationship between the adjoining Intensity Classes. Storage units have a setback of 15' for proximity to all other Intensity classes but their own.</td>
<td>Yes: Class 1 and 2 trees (35' apart), shrubs, lawn, vegetation, etc. cover.</td>
<td>Yes</td>
<td>If next to residential. Vegetation screen and other landscaping</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Garden City, Idaho</td>
<td>2</td>
<td>1</td>
<td>C-1-Highway Commercial</td>
<td>1</td>
<td>LI - Light Industrial</td>
<td>C-1-5: LI-15; 20' if fronting any street</td>
<td>5' unless design review indicates otherwise</td>
<td>10' with screen. No building, parking, drive lane are allowed next to a residential district.</td>
<td>Yes - 70% covered w/ vegetation.</td>
<td>Yes</td>
<td>Landscape screen or wall required between land uses. May require berm, fence, etc.</td>
<td>Yes - screened from public view. No chain link allowed.</td>
<td>Yes - review of design standards.</td>
</tr>
<tr>
<td>Boise, Idaho</td>
<td>9</td>
<td>5</td>
<td>C2, C4, C5, M4, T1</td>
<td>4</td>
<td>C3, M1, M2, T2</td>
<td>C2-4:10'; C5:10'; M3:2-20'; T3:60'; T3:40'; C2-4:10'; C5:10'; M3:2-20'; T3:60'; T3:40'</td>
<td>-</td>
<td>C2-4:10'; C5:10'; M3:2-20'; T3:60'; T3:40'</td>
<td>Yes 11-07-05 (3)[4]</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eagle, Idaho</td>
<td>9</td>
<td>2</td>
<td>MU [Mixed Use, RP (Business Part)]</td>
<td>7</td>
<td>IM &amp; IH</td>
<td>Front setback: 20' in IM. Rear &amp; side: IM &amp; IH, except 50' if lot abuts a lot zoned residential. IH 20' fl. if lot abuts a lot zoned CN, CV, CA, CD, CO, COR.</td>
<td>IM &amp; IH-Principal Arterial-20', Other streets-15'. Freeway-10'</td>
<td>Front setback: 20' in IM. Rear &amp; side: IM &amp; IH, except 50' if lot abuts a lot zoned residential. IH 20' fl. if lot abuts a lot zoned CN, CV, CA, CD, CO, COR.</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rantoon, Washington</td>
<td>5</td>
<td>3</td>
<td>IL, CN CA</td>
<td>2</td>
<td>CN &amp; C-15</td>
<td>Anything without a structure or parking/driveway.</td>
<td>0</td>
<td>Anything without a structure or parking/driveway.</td>
<td>Yes</td>
<td>Yes</td>
<td>CUP only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Davenport, Iowa</td>
<td>7</td>
<td>1</td>
<td>C-2 (Corridor Commercial Zoning)</td>
<td>6</td>
<td>C-3, C-OP, C-3, 1-2, 1-MU</td>
<td>Depends on zone: G-20'</td>
<td>Depends on zone: G-20'</td>
<td>25'</td>
<td>Yes</td>
<td>Anything without a structure or parking/driveway.</td>
<td>Yes, extensive. Changes in material, plans, etc.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

4/3/17 report states that the City now requires "2,500-foot distance between self-storage facilities in any direction. Not having any distance requirements for self-storage in the zoning code wound up "adversely impacting" the surrounding community."


Mami, FL
# Title 10
## PLANNING AND ZONING

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<td>7 RA Suburban Residential District/Zone</td>
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<td>16 BC Community Business District/Zone</td>
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<td>17 BF Freeway Business District/Zone</td>
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<td>18 IP Industrial Park District/Zone</td>
<td>211</td>
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<td>19 IL Light Industrial District/Zone</td>
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<td>20 IH Heavy Industrial District/Zone</td>
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<td>33 Corridor Beautification</td>
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<td>34 Design Review</td>
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</table>
10-1-19: PROFESSIONAL, PUBLIC SELF-MINI-STORAGE FACILITY DESIGN REGULATIONS:

The following site and building design standards shall be made to apply to any and all public self-mini-storage facilities ("storage facility" or "project" hereinafter) proposed to be: newly constructed or otherwise developed or converted on or from open ground, converted to a storage facility from another use, or converted from an existing private storage facility to a public facility. These standards shall also apply to areas where an existing storage facility expands or from another use already on an RP or BN zoned property within the city of Nampa shall comply with the following regulations in order to be able to lawfully operate. In addition to complying with these standards, a Conditional Use Permit shall be required from the City Council after a recommendation from the Planning & Zoning Commission, and shall also require design review pursuant to Title 10, Chapter 34.

A. Locations Allowed:

1. All public storage facilities shall be constructed/located on a property that abuts has direct access to/from a public street, and also abuts/fronts the same, although the service drive(s) in the storage facility may remain private, and shall not be farther than three hundred feet (300') from a collector or arterial street.

   Exception for primary roadway corridors: Projects along the following roadways shall place storage unit buildings a minimum of one-hundred-fifty feet (150') from the primary roadway corridor right-of-way, in any event, and Caldwell Blvd, Gerty Blvd, Idaho Center Blvd, Cherry Ln, Franklin Blvd, Ustick Rd, State Highway 20/26 (Chinden Blvd), Midland Blvd, State Highway 55 (Karcher Rd), Middleton Rd, Roosevelt Ave, State Highway 45 (120 Ave Rd), Southside Blvd, Northside Blvd, Amity Ave, and Lake Lowell Ave.

   Exception for Interstate/Freeway: Public storage facility buildings shall be placed a minimum of two-hundred-fifty feet (250') from the interstate freeway.

2. New public storage facilities shall be located a minimum distance of two thousand five hundred feet (2,500') from an existing or permitted storage facility's property line(s); expansion of storage facilities shall be limited to the property boundaries existing at date of securing planning & zoning entitlement; storage facilities having obtained a building permit for construction of a storage facility as of DATE of ADOPTION, shall be permitted to expand within the boundaries of the property/properties as those property boundaries existed on DATE of ADOPTION;
   a. Exception: Storage facilities solely for RV and/or boat storage, shall be allowed within two thousand five hundred feet (2,500') of a "walk-up" or traditional enclosed storage facility; and shall be located a minimum distance of two thousand five hundred feet (2,500') from another RV and/or boat storage facility; and
   b. Exception: Storage facilities which include "walk-up" or traditional enclosed storage units, shall be allowed within two thousand five hundred feet (2,500') of a solely RV and/or boat storage facility; and

3. Public storage facility buildings shall be located a minimum distance of one hundred feet (100') from any RS (Single Family Residential) or RD (Residential Duplex) zoning district, from any low or medium density designation on the Comprehensive Plan Future Land Use Map not annexed into the city, and one hundred feet (100') from any existing residential building.
B. Structure Appearance:

1. Any portions of a building wall visible from a public street, and which wall is longer than one hundred feet (100'), shall include facade changes such as: bases, fenestration, offsets, or wall plane jogs built into the same; and

2. External building materials shall be limited to masonry (e.g., brick, stone, quality concrete, quality concrete block), glazing, and EIFS systems. No vinyl, metal, or wooden material shall be used except that overhead doors may be metal; and

3. Exterior finish materials used on for buildings in a storage facility shall be non-reflective and shall include use of at least three (3) colors and three (3) material textures or three (3) different materials in exterior wall composition; and

4. All buildings made a part of a facility features shall have a residential roof structure, with a minimum three to twelve (3:12) pitch. Any roof mounted vents (e.g., on the office building) shall be painted to match the color of the roof; and

5. Exterior paint colors shall be earth tone with no white, black or reflective/fluorescent coloring allowed; and

6. In addition to the foregoing, storage facility offices shall, in addition, have at least twenty five percent (25%) glazing on their primary facade(s); and

7. Public storage facility properties that are contiguous to RS (Residential Single Family) or RD (Residential Duplex) zoning districts, or that are located in a BN (Neighborhood Business) or RP (Residential Professional) zoning district shall limit the height of storage buildings to not exceed ten feet (10') in height at the edge of eaves.

C. Project Design and Layout:

1. Service drives accessing and running between the units shall comply with standards adopted either by the Nampa fire department (as they also serve as fire lanes) or by regulations found in chapter 22 of this title, whichever is more restrictive; and

2. All service drives and parking areas, excepting for areas used for large recreational vehicle storage, shall be paved. Parking areas exclusively designed for the parking of recreational vehicles (including trailers, RVs, boats and motorcycle/4-wheeler/ATV vehicles on trailers, etc.) may be graveled and may be covered with a carport structure not exceeding sixteen feet (16') in height; and

3. Buildings may be used as perimeter side and rear yard fencing, however, when not adjoining a residentially zoned or used property, (in the case of the latter circumstance, a sight/site obscuring fence at least between 6 feet in height and not more than 8 feet in height shall be placed on the intervening property line between the storage facility and residential neighbor in lieu of using the buildings as screening/fencing. Accordingly, the building(s) closest to that property line shall comply with the interior yard setback requirements pertinent to the zone within which the storage facility will be developed); and
4. A storage facility project shall comply with front yard setback requirements pertinent to the zone within which the facility is proposed to be developed; and

5. The office of a storage facility project, if constructed/emplaced, shall be located in front of (i.e., closer to the main street which the project fronts) than the storage buildings of said project; and

6. Landscape buffer:

   Roadway: The fifteen-foot (15’) landscape buffer as described in 10-33-4 A.1 shall be expanded to twenty-five feet (25’) and apply to any portion of the project property/properties that are contiguous to street, pathway, or sidewalk right-of-way, and along any property line shared by a residentially zoned property or a property designated as low or medium density residential in the Comprehensive Plan Future Land Use Map.

D. Lighting and Security:

1. All exterior structure lighting shall be shielded, screened, and/or shuttered from with ninety degree (90°) cutoff luminaries and shall be otherwise directed so as to prevent illumination of adjoining properties, particularly when located adjoining or across the street from residentially used or zoned properties; and

2. Pole lights shall be limited to two (2) light poles per one hundred feet (100’) of service drive and shall not exceed twelve feet (12’) in height. Such lights shall also use ninety-degree (90°) cutoff luminaries (“down lighting”); and

3. Electrical feeds to outdoor light fixtures shall be placed underground not overhead; and

4. Floodlights shall not be allowed; and

5. Security cameras shall be allowed but only directed inwardly toward areas of the facility itself excepting for the main entrance area of the project which may be monitored from the office or other location; and

6. Audible alarms shall be controlled at an decibel level so as to not exceed industry standard(s).

E. Signage:

1. Public self-service storage facilities in the RP and BN zones shall be entitled to use of and governed by sign provisions pertinent to those respective zoning districts. (Ord. 3959, 3-21-2011)
<table>
<thead>
<tr>
<th>Service and Office Land Use/Building Occupancy Type</th>
<th>U</th>
<th>AG</th>
<th>RA</th>
<th>RS</th>
<th>HC</th>
<th>RD</th>
<th>RML</th>
<th>RMH</th>
<th>RP</th>
<th>BN</th>
<th>DB</th>
<th>DV</th>
<th>DH</th>
<th>BC</th>
<th>BF</th>
<th>GB1</th>
<th>GB2</th>
<th>GBE</th>
<th>IP</th>
<th>IL</th>
<th>IH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Storage (including for RVs) space rental (open to the general public for business)</td>
<td></td>
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<tr>
<td>Storage - Conditioned Multi-Level Building</td>
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<tr>
<td>Storage (including for RVs) space (used exclusively inside an approved subdivision or PUD for residents)</td>
<td>C</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
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</tbody>
</table>
therein as an amenity, not open to the general public for business, and not held/operated as a private business enterprise by a developer or other party)

<table>
<thead>
<tr>
<th>Service land use/building occupancy type notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Uses normal and incidental to the uses permitted in each respective zoning district.</td>
</tr>
</tbody>
</table>
2. Conditional use permit required for residential and outpatient facilities.

3. Denotes a commercial daycare of 13 plus children and/or a "not at home" occupation or a purposeful commercial operation.

4. Public storage facilities shall require a conditional use permit from the City Council after a recommendation is made by the Planning & Zoning Commission as noted in the RP and BN zones and shall be further required to comply with the design review process, pursuant to Title 10, Chapter 34, and the regulations found in section 10-1-19 of this title. Public mini-self-storage facilities' units shall not be used for business operations (e.g., retail sales, car repairs, etc.); nor shall they be used to store illegal, highly flammable or combustible materials/chemicals in quantities not allowed by the fire code; nor shall they be used for residential dwelling purposes.

5. Multi-level conditioned public self-storage facilities, or those with a building height twenty two feet (22') in height or higher, shall require a conditional use permit in the DB, DV, BC, GB1, and GB2 zoning districts and 50% of the ground floor square footage shall be provided for retail, office, or restaurant space not related to the operation of the storage facilities. Excepting height restrictions, multi-level conditioned self-storage facilities shall be further required to comply with regulations found in section 10-1-19 of this title. Conditioned multi-level buildings are required to comply with the design review process, pursuant to Title 10, Chapter 34.
ORDINANCE NO. ________

AN ORDINANCE ENACTED BY THE NAMPA CITY COUNCIL CHANGING THE
HEADING OF NAMPA CITY CODE TITLE 10, CHAPTER 33; AMENDING TITLE 10,
CHAPTER 33, SECTION 10-33-01 OF THE NAMPA CITY CODE, PERTAINING TO
THE DESCRIPTION AND PURPOSE OF THE CORRIDOR BEAUTIFICATION AND
LANDSCAPING PROVISIONS OF THE NAMPA CITY CODE; AMENDING TITLE 10,
CHAPTER 33, SECTION 10-33-02 OF THE NAMPA CITY CODE, PERTAINING TO
GENERAL LANDSCAPING REQUIREMENTS; AMENDING TITLE 10, CHAPTER 33,
SECTION 10-33-03 OF THE NAMPA CITY CODE, PERTAINING TO THE
DEFINITION OF CORRIDORS; AMENDING TITLE 10, CHAPTER 33, SECTION 10-
33-04 OF THE NAMPA CITY CODE, PERTAINING TO CORRIDOR LANDSCAPING
REQUIREMENTS; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR
SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS
AND PARTS THEREOF, IN CONFLICT HEREWITH.

BE IT ORDAINED by the Mayor and Council of the City of Nampa, County of Canyon, State of
Idaho:

Section 1. That the heading of Title 10, Chapter 33, of the Nampa City Code,
pertaining to corridor beautification, be amended as follows:

Chapter 33 CORRIDOR
BEAUTIFICATION AND
LANDSCAPING

Section 2. That Title 10, Chapter 33, Section 10-33-01, of the Nampa City Code,
pertaining to the description and purpose of the corridor beautification and landscaping
provisions of the Nampa City Code, be amended as follows:

10-33-1 : DESCRIPTION AND PURPOSE:

Corridor Landscaping standards are hereby established to ensure that the pleasant
general appearance of Nampa's principal corridors thoroughfares present an appealing image
to persons traveling their length, to provide partial relief from heat, noise, and glare through
proper placement of plants and trees, and to generally ensure that Nampa is made aesthetically
agreeable by appropriate vegetation. (Ord. 3182, 12-9-2002)

Section 3. That Title 10, Chapter 33, Section 10-33-02, of the Nampa City Code,
pertaining to general landscaping requirements, be amended as follows:

10-33-2 : GENERAL LANDSCAPING REQUIREMENTS:

The purpose of landscaping is to provide partial relief from heat, noise and glare through-
proper placement of green plants and trees and to encourage pleasant and attractive surroundings. (Ord. 3960, 4-4-2011)

A. Landscaping Defined: "Landscaping" means some intentional arrangement combination of plants or plants and rocks, water, walls, fences, benches, or other structures, planted trees, shrubs, vines, ground cover, flowers or lawns. The combination or design may include plant materials as well as rock and such structural features as fountains, pools, artworks, screens, walls, fences or benches, but such objects alone without natural plant materials shall not meet the requirements of this chapter. (Ord. 3182, 12-9-2002)

B. General Scope Of Landscaping Requirements: Landscaping required within required yard/setback areas, according to individual district regulations, shall comply with the requirements of this section.

Landscaping These general standards are in addition to specific zone or districts standards. These general standards shall not apply to be required on undeveloped/vacant portions of property or on vacant property, nor shall these standards be made to apply to existing single-family residential dwelling lots/parcels, unless except by council or commission action of the commission and/or council as part of a conditional use permit, development agreement, new residence or subdivision, or planned unit development approval procedure.

1. In zones/districts which require front or street side yards (setbacks), such yards fronting/abutting arterial or collector streets shall be fully (i.e., grass, shrubs, trees, decorative rock, not gravel or artificial plant materials) landscaped (excepting those areas covered by structures, walkways, driveways or by off street parking and loading spaces) according to corridor requirements in section 10-33-4 of this chapter.

2. Yards fronting on local public or private streets shall be fully landscaped according to their pertinent district front/street side yard depth regulations (excepting those areas necessarily covered by buildings, walkways, driveways or by off street parking and loading spaces).

3. Any land within the right of way, between the property line and the developed roadway, within the right of way, shall also be landscaped but only with grass, and/or crushed rock/gravel, with optional low-growing shrubs and/or flowers as desired. The interior yards of Commercial, industrial, multiple residential, subdivisions and subdivision common areas uses' interior yards (setbacks) in the various districts (when required) shall also be landscaped as required for those specific zones, with some combination of grass, shrubs, trees, colored decorative rock or round gravel or nonartificial plant materials. Exception: Trees are prohibited and shall be restricted from being planted in vison clearance areas as defined in Section 10-01-02, roadway "clear zones" (a.k.a., the "clear way") unless otherwise approved by the city. (Ord. 3960, 4-4-2011)

C. Subdivision Tree Requirements

A new residence or subdivision in the RA, RS and RD zoning districts shall plant two (2) trees per dwelling unit; one (1) ‘Class II’ tree in the Right-of-Way, and one (1) ‘any class’
tree on each lot. If the right-of-way planting area is less than 100 square feet, the tree that is required in the right-of-way may, in lieu, be planted in the front yard of the property.

New Multi-Family residences and subdivisions in the RML, RMH and RP zoning districts shall plant street trees in the right-of-way per Section 10:33-4.A.2: Corridor Landscaping. In addition, a minimum of one (1) ‘any class’ tree for every 2,500 square feet of landscape area shall be planted, with exception to parking lots which require Class II trees.

All trees shall be 2” caliper and selected from the Treasure Valley Tree Selection Guide (see Table 33-4), with the exception of those trees purchased through the City of Nampa’s Right-of-Way Tree Program.

All trees on each lot shall be maintained in good condition by each respective property owner.

D. C. Maintenance: Property owners shall maintain landscaped areas shall be maintained by the property owner(s) upon whose property they are placed in a clean, orderly and healthy (“green/living”) condition. This is interpreted to including an assumed need to provide mowing of lawns, weeding, trimming, removal of litter, elimination and/or replacement of dead or diseased trees and plants, and the regular watering sufficient to maintain landscaping in good condition without overwatering of all plants. Trees and shrubs shall not encroach into adjacent properties.

E. D. Screening Requirements: Where landscaped screening is required and not predefined, the screening shall consist of closely spaced evergreen shrubs, closely spaced and maintained at substantially the specified height of said required screening. When not otherwise specified, screening shall consist of shrubs that will grow to a mature height of five (5) to six feet (5’-6’). (Ord. 3182, 12-9-2002)

Section 4. That Title 10, Chapter 33, Section 10-33-03, of the Nampa City Code, containing the definition of a corridor, be amended as follows:

10-33-3 : CORRIDORS DEFINED:

“Corridors” are defined as all arterials and collectors, as shown on the currently utilized Nampa functional classification map, all state highways and interstates.

Public roadways within the city of Nampa that are classified as arterials or collectors serve as principal entry and exit routes in, out and through the city. Those roadways include prominent “gateway” rights of way such as Garrity Boulevard, Nampa Caldwell Boulevard, 12th Avenue South Road (Hwy. 45), Nampa Boulevard, Franklin Boulevard, Can Ada Road, Karcher Road (Hwy. 55), and 11th Avenue. All Nampa city rights of way identified as major or minor arterials or major or minor collectors as shown on the currently utilized Nampa urban boundary and functional classification system map, or as so identified in the Nampa comprehensive plan transportation chapter, or as designated by the city engineer shall be-
hereafter designated as "corridors" intended for special landscaping. Future rights of way or extension to existing rights of way may add additional corridor length. (Ord. 3182, 12-9-2002)

Section 5. That Title 10, Chapter 33, Section 10-33-04, of the Nampa City Code, pertaining to corridor landscaping regulations, be amended, including the addition of new table in 10-33-04(A)(1)(d)(3), as follows:

10-33-4 : CORRIDOR LANDSCAPING REGULATIONS:

A. Landscape Standards:

1. Corridor Buffering: Fifteen foot (15') wide landscaped buffers shall be installed and maintained areas shall be provided/emplaced along arterial and collector street frontages when any property that abutting the same is developed, redeveloped, has a change in use, or has a use/ or building that is expanded by more than beyond twenty-five percent (25%) of their existing building's or use's square footage, or is upon which the current use is proposed to change as stipulated by chapter 1 of this title except as follows: This requirement shall not apply:

   a. This requirement shall not apply nor be made to apply to properties within the DB, DV, DH, P-1, or P-2 zones, or in the airport corridor landscape districts as properties in those zones shall emplace landscaping improvements when required by section 10-1-6 of this title in accordance with any/the adopted streetscape plan pertinent to the zone in which the subject property lies.

   b. This requirement shall not apply nor be made to apply to properties in the P-1 and P-2 special parking/landscape overlay districts or the airport corridor landscape district.

   b. c. This requirement shall not apply nor be made to apply to solitary detached or attached To single-family residential properties on a single lot/parcel that have direct street frontage on an arterial or collector right of way (though they still must landscape their required front yard setback area). (Ord. 4070, 10-7-2013) b

   c. This requirement shall not apply when When exempted in certain situations by the planning director or his/her designee in accordance with provisions listed in subsection (A)(10)4 of this section. (Ord. 4159, 1-20-2015)

2. (+) In the P-1 special parking and landscape corridor district, unless the property has insufficient space, properties that have Nampa/Caldwell Boulevard frontage shall install need only emplace a fifteen foot (15') wide/deep landscape strip that complies with the provisions of this chapter when they change use, develop or redevelop, or expand beyond twenty-five percent (25%) of their existing building or use square footages as specified in chapter 1 of this title. This assumes that after providing space for the use/building(s) and its associated parking, room remains to emplace all or a portion of the required fifteen foot (15') wide/deep landscape strip.
3. (2) In the P-2 special parking and landscape corridor district, properties adjacent to the city’s eleven foot (11’) landscape strip that have Garrity Boulevard frontage shall install a four foot (4’) wide/deep landscape strip when they change use, develop or redevelop or expand beyond twenty-five percent (25%) of their existing building or use square footages as specified in chapter 1 of this title if the city’s eleven-foot (11’) wide/deep landscape strip in the Garrity right of way adjoins their property. Otherwise, All other properties shall be required to add/install enough landscaping that a fifteen foot (15’) wide/deep landscape strip is provided along their Garrity Blvd frontages save where they have approved ingresses and egresses.

4. (3) Residential subdivisions’ corridor landscaping widths shall be provided as listed in the table below and twenty five feet (25’) wide as required in and by standards in chapter 27 of this title. (Ord. 4070, 10-7-2013; amd. Ord. 4159, 1-20-2015)

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Roadway Type</th>
<th>Landscape Strip Buffer (In Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family</td>
<td>Local</td>
<td>15</td>
</tr>
<tr>
<td>Single-family</td>
<td>Collector/arterial</td>
<td>25</td>
</tr>
<tr>
<td>Commercial</td>
<td>Collector/arterial</td>
<td>15</td>
</tr>
<tr>
<td>Industrial</td>
<td>Collector/arterial</td>
<td>15</td>
</tr>
<tr>
<td>Multi-family residential (2 plus units per building)</td>
<td>Collector/arterial</td>
<td>15</td>
</tr>
</tbody>
</table>

5. (4) Nonresidential subdivisions shall provide fifteen foot (15’) wide landscape strips adjoining collector or arterial streets, and along nonarterial/collector rights of way, standard setback yards shall be maintained. (Ord. 4189, 7-20-2015)

6. (5) The buffer area shall be a strip of ground that is on private property that abuts the edge of any right of way adjacent to that property. In limited form and fashion, subject to approval of the director or his/her designee’s approval, the buffer strip may contain curb cuts, signage, fire hydrants, architectural or artistic elements, mailboxes, telephone poles, light poles and other “nonfence” features, bisecting service drives, short sections of other service drives and hard surfaced/ramped or at grade vehicle display pads on automobile dealership sales lots. Temporary or permanent buildings, public sidewalks, and public parking spaces shall not be allowed within the buffer landscape strip. (Ord. 4190, 7-20-2015)

7. (6) Along arterials and collectors status rights of way, the landscape strip is required regardless of what a zoning district may require/allow for a front parking setback/landscaped yard. In the event that a front yard setback area is required to be wider/deeper than fifteen feet (15’) from the street line (e.g., in U, GB1, GB2 and BC1 zones, etc.), then the fifteen foot (15’) strip shall be contained in the greater front
setback strip and shall be made a part of the overall landscaping of that yard area. (For example, in a commercial zone with 20 foot front setbacks, the 15 foot strip shall be placed along the road frontage and the 5 feet behind the strip landscaped and blended in with the 15 foot strip.) (A) Exception: In the downtown historic DH zone, in lieu of the corridor landscape strip requirement being made applicable to development, the Nampa streetscape plan shall apply per when required, based on section 10-1-6 of this title.

(Ord. 4189, 7-20-2015)

8. (7) Any land between the required landscape strip and the developed roadway within the right of way shall also be landscaped, but only with grass, or crushed rock/gravel, with option low-growing shrubs and/or flowers, as desired. Any land in a required yard (setback) area lying "behind" (i.e., abutting or closest to the buildable area/center of a lot/parcel) the required fifteen foot (15’) landscape strip shall also be landscaped with two (2) elements.

(A) Exceptions:

a. (i) Subdivisions shall have their landscaped frontage strips sized landscaping shall be in accordance with the table in subsection 10-27-6(J)(1) of this title.

b. (ii) In the airport corridor district, properties that are adjacent to No trees shall be allowed in the airport runway protection zone (RPZ), building restriction line (BRL), or within five hundred feet (500’) of the North Kings Road/and Airport Road intersection center or; E. Powerline Road/Victory Road/and Happy Valley Road intersection centers, for a distance of five hundred feet zero inches (500’0") from the center of each intersection; and lie within the runway protection zone (RPZ) and the building restriction line (BRL) are not allowed to emplace trees within these areas. However, all areas beyond the five hundred foot (500’) distance and outside of the runway protection zone and the building restriction line must meet the requirements of this code. (Ord. 4159, 1-20-2015)

9. 2. Landscape Buffer Development: Within gateway/arterial/collector corridor landscape strips, one city approved low growing deciduous street tree at least two inches (2”) in caliper (measured 1 foot above root ball) shall be placed every twenty-five feet (25’) on center for Class I trees and thirty-five feet (35’) on center for Class II trees. No Class III trees shall be allowed in the gateway/arterial/collector corridors. Ground cover shall also be provided. The strip shall be at least fifty percent (50%) covered in grass and/or optionally, may contain decorative rock and up to fifteen (15) shrubs per one hundred (100) linear feet of frontage, and/or contain decorative rock but not artificial plant materials. A belowground Landscaping strips shall have underground irrigation systems shall be emplaced and utilized within landscape strips. Watershed from the system will be contained as much as possible on site. Trees in the fifteen foot (15’) or twenty-five foot (25’) landscape strips shall be placed at least five feet (5’) from the nearest sidewalk and not be planted in a drainage swale.

10. 3. Landscape Planting Selection:
a. All trees shall be selected from the Treasure Valley Tree Selection Guide (TVTSG), incorporated herein by reference, with the exception of the Acer Rubrum and the Acer Freemanii species. Tree species allowed for inclusion in corridor landscape strips, or parts thereof, are designated as "street trees" and are listed in table 33-4 of this section.

b. Trees specified for planting in the Right-of-Way shall be deciduous and selected from the TVTSG Class I and Class II Tree List. The city forester and city planning director shall have discretion to require a substitution for any tree species specified. Tree species that are not specified in the TVTSG list and trees placed in common areas shall require review and approval from the city forester or planning director.

The following trees shall not be planted in a Right-of-Way:

All conifers and evergreens
Betula papyrifera – Paper Birch
Betula pendula – European Weeping Birch
Acer negundo – Box Elder
Liquidambar Spp. – American Sweetgum
Populus spp. – Poplars/Aspens
Robinia pseudoacacia – Black Locust
Acer rubrum – Red Maple
Acer freemanii – Freeman Maple
Juglans nigra – Black Walnut
Salix spp. – Willows

c. Other plants (e.g., shrubs) available from area landscape nurseries are acceptable for use in conjunction with the street trees.

d. Trees shall be specified on plans and planted utilizing the following general tree spacing guidelines:
   i. Class I Trees – 25’ from the trunks of other trees.
   ii. Class II Trees – 35’ from the trunks of other trees.
   iii. Class III Trees – 45’ from the trunks of other trees.

11. 4. Landscape Strip Development Variation(s): (a) Spacing, strip coverage, and species variations from the fifteen foot (15’) landscape strip standards may be granted in limited form and rate instance by the planning director in the following instances or his/her designee if the following conditions are met:

   a. (1) The variation is demonstrated to be required in order to provide an area on a lot for required parking and/or backing space (not just extra parking space and/or backing space); or an alternative landscaping plan more suitable to the site based on existing or expected conditions is proposed; and/or

   b. (2) The variation is demonstrated to be required because there is an of existing buildings or public sidewalks lying within all or a portion of the area that would normally be devoted to the fifteen foot (15’) wide landscape strip. In such cases, the planning director or his/her designee may authorize the emplacement use of
fifteen foot (15') deep landscape "pods" or planters in lieu of a "strip", after reviewing and approving an alternative landscape plan more suitable to the site based on conditions present; and/or

c. (3) The variation is demonstrated to be required in order to provide property vision clearance for vehicles anticipated to be leaving a development site; and/or

d. (4) The variation is demonstrated to be required in order to accommodate a future freestanding sign where no other more reasonable site along a property's frontage is available for its emplacement; and/or

e. (5) The variation is required to provide functional, non-setback yard area because the setback without it would be less than sixty percent (60%) of the property upon which the landscape strip is required left to be used for the non-setback yard; or after the strip were emplaced.

f. (6) The variation is based on a landscape plan showing landscaping that varies from the standards in this section, prepared by an Idaho licensed landscape architect that substantially complies with this section, and is provided in conjunction with an application for a building permit and said plan, while incorporating much of the requirements listed in this section also provides attractive landscaping treatment.

If the requirement for a part of or all of a landscape strip's emplacement is waived, then the current, pertinent property owner(s) or party may be required to sign a city approved deferral agreement providing A waiver of any of these requirements shall not carry over to subsequent that at a future time, should the frontage of the property be redesigned or developed such that a landscape strip could be emplaced, then the strip will be caused to be required by the city and paid for by the property owner at said time. The City may request or require a deferral agreement requiring specific landscaping in the event of such redesign or redevelopment. For landscaping that cannot be installed due to weather between November 1 and May 1 of the following year, a deferral agreement shall be required. The director or his/her designee shall require that any alternative landscape pattern/plan provide, whenever and to the extent possible, that any landscaping area lost along property's frontage may be emplaced elsewhere on the same property.

TABLE 33-4

APPROVED CORRIDOR/PARKING LOT
PLANTER DECIDUOUS TREE LIST

Street Trees (Heights 15—25 Feet):

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
</tr>
</thead>
</table>


<table>
<thead>
<tr>
<th>Common Name</th>
<th>Latin Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer campestre</td>
<td>Hedge maple</td>
</tr>
<tr>
<td>A. cappadocicum</td>
<td>Coliseum maple</td>
</tr>
<tr>
<td>Gleditsia triacanthos</td>
<td>Common honeylocust</td>
</tr>
<tr>
<td>A. ginnala 'flame'</td>
<td>Flame maple</td>
</tr>
<tr>
<td>A. glabrum</td>
<td>Rocky mountain maple</td>
</tr>
<tr>
<td>A. griseum</td>
<td>Paperbark maple</td>
</tr>
<tr>
<td>A.p. 'globe'</td>
<td>Globe Norway maple</td>
</tr>
<tr>
<td>Amelanchier laevis</td>
<td>Serviceberry</td>
</tr>
<tr>
<td>A. alnifolia</td>
<td>Alnifolia serviceberry</td>
</tr>
<tr>
<td>A. canadensis</td>
<td>Canadian serviceberry</td>
</tr>
<tr>
<td>A. cumulus</td>
<td>Cumulus serviceberry</td>
</tr>
<tr>
<td>A. 'Prince William'</td>
<td>Prince William serviceberry</td>
</tr>
<tr>
<td>A. 'Princess Diana'</td>
<td>Princess Diana serviceberry</td>
</tr>
<tr>
<td>A. 'Robin Hill'</td>
<td>Robin Hill serviceberry</td>
</tr>
<tr>
<td>C. caroliniana</td>
<td>American hornbeam</td>
</tr>
<tr>
<td>C. lavallei</td>
<td>Lavelle hawthorn</td>
</tr>
<tr>
<td>C. oxycaynthia</td>
<td>English hawthorn</td>
</tr>
<tr>
<td>C.e. 'Paul’s scarlet'</td>
<td>Paul's scarlet hawthorn</td>
</tr>
<tr>
<td>C. phaenopyrum</td>
<td>Washington hawthorn</td>
</tr>
<tr>
<td>Koelreuteria paniculata</td>
<td>Panicled goldenrain tree</td>
</tr>
<tr>
<td>L. watereri c.v. vossii</td>
<td>Vossii goldenchain laburnum</td>
</tr>
<tr>
<td>P.s. 'yedoensis-akebono'</td>
<td>Akebono cherry</td>
</tr>
<tr>
<td>P. virginiana ‘Canada red'</td>
<td>Canada red chokecherry</td>
</tr>
<tr>
<td>P.v. melanocarpa c.v. 'Schubert'</td>
<td>Schubert chokecherry</td>
</tr>
<tr>
<td>Pyrus callaryana</td>
<td>Callery/Cleveland/chanticlair pear</td>
</tr>
<tr>
<td>P.e. 'bradford'</td>
<td>Bradford pear</td>
</tr>
<tr>
<td>P.e. 'redspire'</td>
<td>Redspire pear</td>
</tr>
<tr>
<td>P.e. 'aristocrat'</td>
<td>Aristocrat pear</td>
</tr>
<tr>
<td>Common Name</td>
<td>Scientific Name</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Common pear</td>
<td>P. communis</td>
</tr>
<tr>
<td>Japanese dogwood</td>
<td>C. kousa</td>
</tr>
<tr>
<td>Toba hawthorn</td>
<td>C.x. mordensis 'toba'</td>
</tr>
<tr>
<td>Smoke-tree</td>
<td>Cotinus coggygria</td>
</tr>
<tr>
<td>Green smoke tree</td>
<td>C.c. 'green'</td>
</tr>
<tr>
<td>Weeping chaparral-mulberry</td>
<td>M.a. 'chaparral'</td>
</tr>
<tr>
<td>Apricot</td>
<td>Prunus armeniaea</td>
</tr>
<tr>
<td>Eastern redbud</td>
<td>Cercis canadensis</td>
</tr>
<tr>
<td>Western redbud</td>
<td>C. occidentalis</td>
</tr>
<tr>
<td>Forest-pansy redbud</td>
<td>C.o. 'forest-pansy'</td>
</tr>
<tr>
<td>Blackhawk-mountain ash</td>
<td>S.a. 'black hawk'</td>
</tr>
<tr>
<td>Dwarf-mountain ash</td>
<td>S.a. fastigiata</td>
</tr>
<tr>
<td>Golden desert ash</td>
<td>F.o. aureafolia</td>
</tr>
<tr>
<td>Kashmir-mountain ash</td>
<td>S. cashmeriana</td>
</tr>
<tr>
<td>Pissard-myrobalan plum</td>
<td>P.c. 'pissard'</td>
</tr>
<tr>
<td>Thundercloud plum</td>
<td>P.c. 'thundercloud'</td>
</tr>
<tr>
<td>Krauter-vesuvius-plum</td>
<td>P.c. 'Krauter-vesuvius'</td>
</tr>
<tr>
<td>European birdcherry, mayday</td>
<td>P. padus</td>
</tr>
<tr>
<td>Sargent cherry</td>
<td>P. sargentii</td>
</tr>
<tr>
<td>Yoshino-cherry</td>
<td>P.s. 'yedoensis'</td>
</tr>
<tr>
<td>Columnar sargent-cherry</td>
<td>P.s. 'columnaris'</td>
</tr>
<tr>
<td>Rancho sargent-cherry</td>
<td>P.s. 'rancho'</td>
</tr>
<tr>
<td>Birch-bark-cherry</td>
<td>P. serrula</td>
</tr>
<tr>
<td>Oriental cherry</td>
<td>P. serrulata</td>
</tr>
<tr>
<td>Amanogawa cherry</td>
<td>P.s. amanogawa</td>
</tr>
<tr>
<td>Mazzard cherry</td>
<td>P. avium</td>
</tr>
<tr>
<td>Double mazzard cherry</td>
<td>P.a. 'plena'</td>
</tr>
<tr>
<td>Seanlon cherry</td>
<td>P.a. ' seanlon'</td>
</tr>
<tr>
<td><strong>P.s. Kwanzan</strong></td>
<td>Kwanzan oriental cherry</td>
</tr>
<tr>
<td><strong>P.s. 'Mt. Fuji' or 'shirotae'</strong></td>
<td>Mt. Fuji cherry</td>
</tr>
<tr>
<td><strong>P.s. subhirtella 'autumnalis'</strong></td>
<td>Autumn flowering cherry</td>
</tr>
<tr>
<td><strong>P.s. 'rosea'</strong></td>
<td>Whitecomb flowering cherry</td>
</tr>
<tr>
<td><strong>P.s. 'pendula plena rosea'</strong></td>
<td>Double weeping cherry</td>
</tr>
<tr>
<td><strong>C. mas</strong></td>
<td>Cornelian cherry</td>
</tr>
<tr>
<td><strong>Malus species</strong></td>
<td>Flowering crabapple</td>
</tr>
<tr>
<td><strong>Malus arnoldiana</strong></td>
<td>Arnold crabapple</td>
</tr>
</tbody>
</table>

| **Malus prairiefire** | Prairie fire crabapple |
| **M. baccata 'columnaris'** | Columnar Siberian crabapple |
| **M. 'bechtel'** | Bechtel crabapple |
| **M. 'brandywine'** | Brandywine crabapple |
| **M. floribunda** | Floribunda crabapple |
| **M. 'liset'** | Liset crabapple |
| **M. 'profusion'** | Profusion crabapple |
| **M. 'royal ruby'** | Royal ruby crabapple |
| **M. sargentii** | Sargent crabapple |
| **M. 'snowdrift'** | Snowdrift crabapple |
| **M. tschonoskii** | Tschonoskii crabapple |
| **M. zumi 'calocarpa'** | Calocarpa zumi crabapple |
| **Styrax japonica** | Japanese snowbell |
| **S. obassia** | Fragrant snowbell |
| **Syringa reticulata** | Japanese tree lilac |
| **S. vulgaris** | Common lilac |

B. Landscape Plan:

- A landscape plan is required for all developments.
1. a. Landscape plans (or set of plans as may be needed and/or required by city staff) shall be submitted in conjunction with an application for a building permit for a new structure or an off street parking design permit. The city arborist/forester shall review and comment on development applications when such applications as well as those submitted for subdivision plats, planned unit development plans, and conditional use permits are submitted to the City. (subdivision plat, planned unit development plan, and conditional use permit applications all have their own landscape plan submittal requirements, and, shall also require that landscape stripping be emplaced via imposing appropriate conditions of approval.)

2. b. The landscape depiction plan shall be drawn to a scale (no smaller than 1 inch equals 30 feet), and shall indicate the following:

   a. (1) Boundaries, property lines and dimensions;
   b. (2) Existing trees and vegetation identified by species and size;
   c. (3) The location and design of areas to be landscaped;
   d. (4) Plant lists or schedules with the common name, proposed location(s), quantity, spacing, caliper size, and mature canopy size for trees of all proposed landscaping material to be emplaced;
   e. (5) Location and description of other landscape improvements, such as earth berms, walls, fences, screens, sculptures, fountains, street furniture, lights and courts or paved areas;
   f. (6) Planting and installation details as necessary to ensure conformance with all required standards;
   g. (7) Indication of the proposed method of landscape irrigation including depiction of the irrigation system.

C. Existing Vegetation:

1. Retention Of Existing Trees: Existing street trees within fifteen feet (15’) of edge of right of way lying along collector and arterial streets shall be retained, (unless removal is otherwise approved by the city forester or parks director), save that single-family residential properties are exempt from this restriction. Where trees are approved by the city to be removed from the fifteen foot (15’) landscaping strip, shall be replacement within thirty (30) days in accordance with the City Code 10-33-4(A)(4) with an acceptable caliper tree is required as follows:

<table>
<thead>
<tr>
<th>Existing Tree</th>
<th>Replacement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between 1&quot; and 6&quot; in caliper</td>
<td>Minimum 2&quot; caliper tree from list in table 33-4 of this section</td>
</tr>
</tbody>
</table>
In all cases, any proposed planting within public rights of way shall require approval from the city forester and planning director parks director and engineer. (Ord. 4010, 3-19-2012)

2. Landscape Corridor Strip Conversion: Any area of land on a property already established as a required landscape corridor beautification strip shall be retained in a condition compliant with the requirements of this chapter. Conversion or modification of a part fifty percent (50%) or more of the strip by altering its landscaping treatment (i.e., plant variety, plant placement/spacing, replacement of grass with decorative rock, etc.) shall require preapproval by the planning department if the extent of change affects fifty percent (50%) or more of the land area of the strip. The department shall ensure that the strip is/remains adequately landscaped per section 10-33-2 of this chapter.

3. Damage During Construction: Existing trees, and their growing zones (dripline to trunk), that are retained shall be protected from damage to bark, branches or roots during construction. (Construction or excavation occurring within the drip line of any public or private, retained tree may severely damage the same.) Any tree severely damaged while site construction is proceeding, where the damage is readily apparent, shall be replaced in accordance with subsection (C)(1) of this section.

4. Grade Changes And Impervious Surfaces: Impervious surfaces shall be maintained to the drip line of trees. Grade changes and impervious surfaces shall be allowed at a distance from the trunk of a retained tree equal to the diameter of the tree trunk plus six feet (6'), or to the drip line, whichever is farthest from the trunk.

5. Minimum Landscaping: Existing vegetation, which is to be retained, may be used to satisfy the minimum required landscaping requirements. (Ord. 4282, 9-19-2016)

D. Arrangement Considerations:

1. Vision triangles, nonblanketing visibility of signs, and above grade clearance shall be factors affecting actual siting of trees location within buffer areas. As noted in subsection A4 of this section, the planning director, or his/her designee(s) is authorized to review and approve minor species and spacing variations to landscape plans in order to assure that accommodate those factors are accommodated.

2. Landscaping should be used to define specific areas, to help focus on entrances to properties, and to screen any loading, areas or vehicle or material storage areas.

3. Landscaping should be protected from automobile and pedestrian encroachment by raised planting surfaces, depressed walks or the use of curbing. A concrete mow strip
shall be emplaced on the development side of the landscape strip to separate any parking lot or service drive area from the landscape strip.

E. Parking Lot Landscaping Development Standards: Shall be developed in accordance with provisions listed in chapter 22 of this title. (Ord. 4010, 3-19-2012)

Section 6. This ordinance shall be in full force and effect from and after its passage, approval, and publication, according to law.

Section 7. This ordinance is hereby declared to be severable. If any portion of this ordinance is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the ordinance before the declaration of partial invalidity.

Section 8. All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

PASSED BY THE COUNCIL OF THE CITY OF NAMPA, IDAHO, this ____ day of _____, 2019.

APPROVED BY THE MAYOR OF THE CITY OF NAMPA, IDAHO, this ____ day of _____, 2019.

ATTEST:

______________________________  ______________________________
Mayor Debbie Kling                 City Clerk (or Deputy)
A safe and healthy community where people prosper.

**VISION**

Nampa is a caring community where people live, work, play, worship and raise their families. It is a place of economic opportunity, with an independent spirit and unique identity.

**MISSION**

The City of Nampa staff and leadership shall serve citizens by being open and transparent. Nampa shall seek to facilitate economic opportunity by encouraging free-market principles, supporting the community by providing incentive for economic development and investing in our infrastructure and operating efficiencies.

**CORE VALUES**

- Integrity
- Servant Leadership
- Stewardship
- Teamwork

**FOCUS AREAS**

- Safety
- Infrastructure
- Economic Opportunity