Mayor Kling called the meeting to order at 4:05 PM

Clerk made note that Councilmembers Bruner, Hogaboam, Levi and Haverfield were present and Councilmembers Rodriguez and Skaug were absent.

Clerk made note that Planning and Zoning members Garner, Kehoe, McGrath, Miller and Sellman were present and that commission members Van Auken, Jr., Kropp, Miller and Kirkman were absent.
Overview

After a year-long process of Comprehensive Plan Review Advisory Committee meetings, Mayor Townhall meetings, pod costs and analysis, the Draft Final Comprehensive Plan Update (Nampa 2040) was presented to the Comprehensive Plan Advisory Committee on October 28, 2019 at the Nampa Civic Center. About 60 people attended, including staff, City Council Members, Planning and Zoning Commission members, Mayor Kling, invitees and guests. The program gave an overview of the process and presented highlights of the significant changes to the Comprehensive Plan from the 2035 Plan. Tables were set up in the room with Future Land Use Maps and comments sheets for each of the attendees. Staff, Council and Planning and Zoning Commission members sat at each of the tables to discuss the changes and Future Land Use Map. Each of the table groups were given time to present their discussion points to the Committee. Many written comments were submitted as well.

Staff is reviewing comments and working to complete the draft and Future Land Use Map for submittal to the Planning and Zoning Commission for their consideration.

Elected officials in attendance:

Mayor Debbie Kling

Planning and Zoning Commission Attendees
Peggy Sellman
Lance McGrath (Chair)
Bret Miller
Matt Garner
Steve Kehoe

Nampa City Council Attendees
Sandi Levi
Rick Hogaboam
Darl Bruner
Randy Haverfield

Three candidates for City Council Scott Glover, Jeff Cornills and Jacob Bower were in attendance as well.

Presentation

After roll call for the Planning and Zoning Commission and City Council was taken by Nathan Haveman from the City Clerk’s Office and an introduction by Mayor Kling, City of Nampa Senior Planner Doug Critchfield reviewed the process and priorities that were established by the Committee and reiterated in the Townhall Meetings by the public. A review of the highlights of
significant changes to the Comprehensive Plan and Future Land Use Map was then presented. Jeff Barnes from the City of Nampa Public Works Department gave a brief overview of the Transportation Master Plan.

**Group Discussion**

Table groups of about 10 attendees per table were given about 30 minutes to discuss the changes and the Future Land Use Map. Feedback from each table was given to the Committee. The feedback that was given was very focused and meaningful to the update process.

**Report-Out Comments from Group Discussion:**

**Round 1**

*Groups were asked to review the strategy map and provide their feedback (what do they like, not like, what’s missing, etc.)*

*Table 1 represented by Rodney Ashby, City of Nampa Principal Planner*

- Planned communities should be outward focused and not walling up neighborhoods. There should be ‘bigger picture’ connections to the rest of the community.
- Low impact commercial is positive and good thing for the community as long as they are clearly defined.

*Table 2 represented by Kristi Watkins, City of Nampa Senior Planner and comments were given by a Committee Member*

- Library Square/12th: Needs alternate truck route for safety, reduce congestion.
- There needs to be better awareness of what is available in Nampa – parks, pathways, and access.
- We need a new app to find out what is there.
- High and Low Density was discussed.
- Net vs. Gross Density Calculation was discussed.
- Infill incentives – we need to encourage property owners to offer properties for development so that we can avoid urban sprawl.
- We need to compare Canyon County’s Land Use Map to our Future Land Use map to see how existing and current uses affects their land use designations.
- Appreciation was expressed for general designations that allow for flexibility.

*Doug response: The Comprehensive Plan has a ‘Truck Route Section’. Seattle has Seattle Trails app that we can explore.*

*Table 3 represented by a Committee Member*

- The table discussed land uses – Low and High Density Residential.
- The Appearance of on-off ramps is important. The presentation coming off the freeway: no one likes it. We hope the new on/off ramp will look better.
• Developers should be responsible for their own developments/roads/parks.
• Like flexibility of the consolidated Future Map designations.
• Not a lot of agriculture on the map.

Table 4 represented by Council Member Rick Hogaboam
• Public Safety: COMPSTAT – we need tangible feedback from public on what this means from the perspective of a service level component.
• Firefighters have a service level rated by response times.
• Need connectivity between subdivisions with pathways. Using Development Agreements is the best method – need to stick with plan.
• Affordable housing: what is the HOI (Hosing Affordability Index) in Nampa? Is Nampa better or worse than Boise? How is the indexing done?
• Urban Sprawl: affordable housing can create higher taxes. We need to diversify the tax base. We need to protect taxpayer/homeowners. We want diversity but this done strategically.
• Trucking and truck routes: it is expensive to reroute trucks - $25M at least for a reroute.
• Technology: micro-mobility, scooters - how can they be used safely on the streets? Cell towers: sign standards needed on arterials. How are we going to prepare for 5G technology? Where will towers go? How many?
• Highway 16: We need to look at compatible land uses. It will bring 1,000's of trips. We will need revisions on how that builds out.

Table 5 represented by a Committee Member
• Transportation – Amazon project will increase traffic. How are we going to deal with it?
• Concerns about traffic around library square – public safety
• Challenge in developing downtown: 10% of people are staying in Nampa to work – how do we increase that number?
• How do we attract people to come south of the freeway/south of town? Perhaps a bypass or and easier route from the freeway to downtown?
• We need to revamp the sewer system north of town – it seems to be gaining traction

Council Member Rick Hogaboam comment:
• 10% of people are staying in town. This is misleading – a lot of population is retired
• What % of population is retired? How many are commuting for recreational activities?

COMPASS Representative Carl Miller response: 23% of the population in Nampa are school age, 20% are retired

Council Member Rick Hogaboam: That makes more sense

Table 6 represented by Planning and Zoning Chair Lance McGrath
• Need the Bike Ped Plan integrated into changes in Comp Plan - Public Art and Public Safety are improved
• Downtown Core: is there a land use for high density apartment-style living? – what designations allow those uses?
• Highway 16: services to that area – what will follow – we need to provide essential services in that corridor
• The CanAda Road / Ustick Road intersection needs attention. We need to consider the intersection with municipalities and Westgate School District growth.
• Attracting new business – we need to ensure that neighborhood businesses are supported. Need to ensure that flexibility is in place for success
• Traffic: Trucks through town, how can we improve safety? What are the alternate routes? Need to identify them and work with other communities
• Infrastructure is the key to successful implementation
• Concerns about maintaining public safety as expansion happens

Closing & Next Steps

Doug Critchfield closed the meeting by thanking everyone for their participation. The Mayor also thanked the group for their contributions and participation. Doug mentioned that there are opportunities for additional comments (see last PowerPoint slide). Tentative dates for the consideration, recommendation and approval process are: Planning and Zoning Commission November 12 and Council on December 16th, however it appears that these will change. Changes will be made to the ‘Public’ designation on the Future Land Use map to alleviate confusion. School and hospitals will also be identified with an icon.
## Comprehensive Plan Review Advisory Committee Meeting #5 Participant List

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<thead>
<tr>
<th>FIRST NAME</th>
<th>LAST NAME</th>
<th>ORGANIZATION or AFFILIATION</th>
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<tr>
<td>Nick</td>
<td>Adams</td>
<td>City of Nampa Fire</td>
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<td>Rodney</td>
<td>Ashby</td>
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<td>Jacob</td>
<td>Bower</td>
<td>Prime Sports Medicine</td>
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Mitch Minnette Chamber
Gray Morrow self
Mark Naito Signature Healthcare
Maiko Naito Signature Healthcare
Karen Parnell self
Ed Parnell self
Bryce Quarve self
Jeanette Quist Nampa Library
Doug Racined Nampa Finance Department
Mari Ramos Nampa School District #131
LaRita Schandorff Bike/Walk Nampa
Annete Scott self
Robyn Sellers Nampa Economic Development Department
Peggy Sellman Nampa Planning and Zoning Commission
Jay Snyder self
Mark Wasdahl Idaho Transportation Department - District 3
Kristi Watkins City of Nampa Planning and Zoning
Mark Wheeler Northwestern Nazarine University
Steve Wilson self
Doanlad Zeimantz self
Comments

Comprehensive Plan Advisory Committee
Meeting # 5 | October 28, 2019
COMMENTS SHEET

Name: [signature]
Business/ Affiliation: Citizen
Email: [signature]@yahoo.com

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

- Where is all the agricultural land in Nampa? Not much green on future map. (City 3 Concerning open space also)

- Need developer (commercial + residential) to be responsible for parks, roadways, keeping quality of life in the community. Areas, Not everyone all of Nampa is own property taxes. We also consider police fire needs when allowing HS street expansion. How to plan for traffic flow in some areas where is no room for expansion

- Really concerned with rapidly increasing property taxes
Name: MARK WASDALE  Business/ Affiliation: ITD DISTRICT 3
Email: MARK.WASDALE@ITD.IDAHO.GOV

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

PUBLIC
TWO CHARTER SCHOOLS LOCATED ON E LEAVIT LN
EAST OF SH-45 DON’T SHOW ON THE MAP LIKE
OTHER PUBLIC SCHOOLS. I DON’T KNOW THEIR
TAX STATUS (PROPERTY-WISE) AND IF THIS AFFECTS
A “PUBLIC” STATUS?
Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

A majority of folks had feedback regarding truck traffic through downtown. It is obviously a major concern to many. Let's come up with some solutions to it sooner rather than later.
Comprehensive Plan Advisory Committee
Meeting # 5 | October 28, 2019

COMMENT SHEET

Name: Latife Schandoff  Business/ Affiliation: Bike Walk Nampa
Email: bikewalknampa@gmail.com

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

Increasing High density housing and affordable housing is good but we should try to locate near public transportation access and make sure they also have good bike/walk access. Otherwise “affordable” housing becomes also an indicator of poor health or poor health outcomes.
Comprehensive Plan Advisory Committee
Meeting # 5 | October 28, 2019

COMMENT SHEET

Name: Matt Wilke 
Email: MattQ.MYWHITEBARN.COM

Business/ Affiliation: White Barn Real Estate

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

I would like to express my interest in the City of Nampa’s ability to be flexible with boundary designations. I have come across situations where the interests of the exact same property can differ, and having this flexibility can help with land sales.
I am pleased to be informed that Nampa has flexibility in the designations on the Comprehensive Plan Map. What I mean is the lines are not set in stone but can be reasonably moved to accommodate reasonable requests.
Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

1. Gateway to city-industrial limited to Northside of freeway

2. Churches: clear defined and preserved to support our mission/vision statement. Future land use is confusing to existing church to use their land for their growth. Developers could be confused by this.

3. McDermitt area does not allow for open/green space as indicated in Chapter 3 Housing. “Conserve open space” a residential will be part of the area.

4. Agriculture is pushed out of the city for growth.

5. Kamber Nazarene Church is noted as public.

6. Neighborhood commercial is a good idea but must be clearly defined uses. Signage etc must be known.

7. Does path/bike connectivity fit safely into surrounding zones?
Other Comments

3. Light Industrial “Surrounding Idaho Arts Charter School”

5. Public Safety - flow within the safety from one use to another creating hazard and ease of access

6. Effect of increased residential raising existing home prices/assessments. Taxpayers pay for development.

7. Type of manufacturing impact on quality of life.

8. Are land uses compatible?

9. How does future land use affect flow of traffic?

10. Agriculture north of city in relationship to Syngenta to encourage them to stay in our area. Are we providing for possible expansion?

11. How are we watching our border future land use is matching up to neighboring cities/county.

12. Is proposed high density by services? Will it be a planned community.

13. Do existing property owners get notified of future land use?

Thank you!

Comments and questions can be directed to:

Comprehensive Plan Draft Comments

critchfieldd@cityofnampa.us

411 3rd Street S. Nampa, ID 83651

Phone: (208) 468-5406

or

Cityofnampa.us/compplan
Comprehensive Plan Advisory Committee
Meeting # 5 | October 28, 2019
COMMENT SHEET

Name: ______________________ Business/ Affiliation: ______________________

Email: ______________________

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan:

Where are the capts?

More green spaces needed?

Where are the major three-four go to climate 2 lane roads

Where schools in relationship to future development projects
Comprehensive Plan Advisory Committee
Meeting # 5 | October 28, 2019
COMMENT SHEET

Name: Lance McGrath  Business/ Affiliation: Nampa P&Z Commission
Email: lance.e.mcgrad@gmail.com

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan:

- Public art intersected with Bike/Ped/Traffic network?
- HD in DT area? Allowed?
- Development on I-84 (Amazon / business services)
- Can Ada / West Intersect Made (border land uses)
- How to attract desired businesses to Nampa?
- Traffic / truck routes?
- Coordinate with other communities re: infrastructure?
- Maintaining public safety / identifying locations.
Comprehensive Plan Advisory Committee
Meeting # 5 | October 28, 2019
COMMENT SHEET

Name: ___________________ Business/ Affiliation: ___________________
Email: ___________________

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

> Presence of Public Art - where are depictions of Nampa's history and culture through the arts.
> Downtown needs high density residential.
Comprehensive Plan Advisory Committee
Meeting #5 | October 28, 2019
COMMENT SHEET

Name: Paula Kellner
Business/ Affiliation: 

Email: 

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

Sorry. It looks like the only places we labeled HD are in parts of our city who seem to represent areas of relative poverty. Does this represent what we are planning towards? Can HD “live” in mixed use?
Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

- WHAT DOES A "SAFE NEIGHBORHOOD" MEAN TO THE RESIDENTS OF NAMPA?

- IT WAS IDENTIFIED AS A HIGH PRIORITY IN THE SURVEY BUT NOT WELL DEFINED

- THE FIRE DEPARTMENT NEEDS TO DEFINE THIS BUT DO THE CITIZENS UNDERSTAND IT?
Comprehensive Plan Advisory Committee
Meeting #5 | October 28, 2019

COMMENT SHEET

Name: Nick Adams  Business/Affiliation: Nampa Fire Department
Email: Adams@CityofNampa.us

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

- I believe Nampa should identify I-84 interchanges that are built with trucking needs. If you look at Franklin
  there is a great deal of truck traffic but it is poorly designed for trucks.

- With Amazon and the cheese factory we really need to ensure the new interchange must accommodate trucking better than existing
  interchanges do.
Name: Rick Haga Beam  Business/ Affiliation: Council

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

Has the plan dealt with 5G cell towers?
What about sign standards?

We need to expedite this.

Competition
Name: PKellerer
Business/Affiliation: NSD #131
Email: pkellerer@nsd131.org

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

Chapter 3 Housing: Wondering if the Boise Metro area is accurate for Nampa.

Chapter 10: NSD #131 would love to assist in filling this in!

Should we represent all schools in the plan with their own color since it’s a part of smart growth principals. (Not all are currently represented)

Wondering about Highway 11 corridor – should it be commercial? Industrial? And not residential
Comprehensive Plan Advisory Committee
Meeting #5 | October 28, 2019

COMMENT SHEET

Name: Patrick Sullivan  Business/ Affiliation: City Staff
Email: sullivanw@cityofnampa.us

Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

Will you provide more data regarding the HAI percentage, including incomes and housing costs used in this calculation?

...
Comments – Please let us know if you have any comments or suggestions regarding the Draft Comprehensive Plan?

- Encourage co-op community gardens connected via walking/biking pathways to mitigate the isolation of subdivisions.
- Use developer agreements and sponsorships to subsidize cost of operation.
Agenda

Comprehensive Plan Review Advisory Committee

Workshop #5 Agenda

October 28 - 4:00 – 5:30 PM
Nampa Civic Center

**Purpose:** Final Workshop to review the 2040 Comprehensive Plan Final Draft document, revised Objectives and Strategies and changes to the Future Land Use Map

1. **Welcome** - Mayor Kling (5 Min)

2. **Recap of Feedback Received and Overview of Significant Changes to the Comprehensive Plan** - Doug Critchfield, Senior Planner (30 Min)

3. **Breakout Sessions** – Table discussions of the Comprehensive Plan, Strategies and Future Land Use Map (45 min)

4. **Wrap up Next Steps** – Mayor Kling (5 min)
Nampa 2040

Comprehensive Plan Review Advisory Committee

FINAL WORKSHOP #5
Welcome
We’re glad you’re here.

October 28, 2019
4:00 TO 5:30 P.M.
MAYOR WELCOME
STAFF PRESENTATION
TABLE DISCUSSION
FEEDBACK

Nampa 2040
Comprehensive Plan Review
Advisory Committee #5 – October 28, 2019
Summary
CONCLUSION OF A YEAR LONG PROCESS

WHERE WE HAVE BEEN
5 WORKSHOPS, 2 PUBLIC MEETINGS, PODCAST, COMMUNITY SURVEY

1,500 + HOURS OF STAFF TIME

THANK YOU FOR YOUR PARTICIPATION
Action items from the City in 2019

- Strategic Action Plan
- Comprehensive Plan
- Airport Master Plan
- Bicycle & Pedestrian Master Plan
- Transportation Master Plan

CITYOFNAMPA.US
2019 Community Survey

Overall Priorities: What issues should be the top priorities for the City of Nampa? Select your top five (5).

- Public safety
- Infrastructure Improvements
- Traffic Control
- Education
- Land Use Planning
- Business Development
- Historic Preservation
- Parks and Recreational Opportunities
- Emergency Preparedness
- Housing
- Environmental Quality and Natural Resources
- Sustainable Resources

Responses: 0 50 100 150 200 250 300 350 400 450 500 550 600 650 700 750

City of Nampa, US
Transportation & Traffic Congestion

- Reducing wait times at Intersections
- Street widening on busy roads
- Travel times to commercial centers and I-84
Public Safety

★ Maintain a high level of service

★ School Safety

★ Safe Neighborhoods
Managing Growth

- Bike and pedestrian paths should be connected
- Quality of life
- Loss of open space, ag land and industrial land to housing
- Preserve Nampa’s Historic Downtown
- Keep housing affordable
Workshop Summary

First Blush List of Priorities
- mitigate traffic congestion
- public safety
- promote infill
- protect water quality
- protect industrial land
- mixed-use development
- affordable housing

Community Values
- family
- community
- freedom
- open space
- safety
- economic opportunity
- affordable housing
- religion/faith
- small town feel
- ease of transportation

Role of Government
- public safety
- transparency
- fiscal responsibility
- transportation
- planning
- vision
- fair treatment

Committee’s Emerging Priorities
- Impacts of growth on traffic/housing/services
- Economic opportunities
- Business retention
- Protect open space/ag land
- More Mixed-Use Residential/Commercial, access to government, services
- Live/work/play in Nampa

Future Land Use Map
- Transportation
- Parks and Open Space
- Land Use
- Bicycle and Pedestrian Master Plan
- Public Safety
- Economic Development

CITY OF NAMPA, ID
Workshop Summary

Transportation
- 20/26 Corridor Mixed-Use
- Highway 45 realignment
- Highway 16 Corridor
- Ustick Road Corridor
- Midland Blvd. Corridor
- Northside Corridor
- Southern Corridor access and traffic issues

Parks & Pathways
- Access
- Boise River Corridor
- Park system preservation
- School property use
- City gateway beautification
- Trail/pathway/sidewalk connectivity
- Pollinator gardens

Economic Development
- 20/26 Corridor Mixed-Use opportunities
- Airport Light Industrial land designation
- Transitional zones
- Mixed-Use and Industrial-Use opportunities throughout community

CITY OF NAMPA, US
Committee Priorities
Many priorities centered around managing growth and its impact on our community

Impacts of growth on:
★ Traffic congestion
★ Affordable housing
★ Essential services (public safety, utilities, water quality and quantity and access to community services)
★ Quality of life/family life
Committee Priorities (continued)

- Economic Diversity; Job Opportunity Growth; Preservation of Industrial Land; Business Retention and Expansion
- Agricultural and Open Space Land Conservation
- Connectivity Between Communities; A Connected Non-Motorized Pathway, Trail and Bike Lane System; Access to Parks and Open Space

- Mixed Use Commercial and Mixed Use Residential
- Preservation of Nampa’s Character: ‘Live, Work and Play’ in Nampa
- Promotion of Infill Development; Avoid Urban Sprawl
Summer Townhalls
City Hall
June 6, 2019
Nampa Library
August 14, 2019

~Transportation Master Plan~
~Airport Master Plan~
~Bicycle and Pedestrian Master Plan~
~Economic Development in Downtown Nampa~
~Public Safety~
Updates to the Comprehensive Plan
Review Significant Changes as a group

Review the Chapter Summaries, Strategies, Action Items and Future Land Use Map at tables

Feedback by table
Highlights of Significant Changes or Additions

Chapter 1 – Property Rights
- Staff will conduct and annual review of all applicable land rulings

Chapter 2 – Population and Growth
- Population in Nampa - 2019: 105,158 = 3.3% growth

Projected Population Growth (COMPASS):

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<th>2019</th>
<th>2025</th>
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<td>Population</td>
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<td>120,679</td>
<td>131,406</td>
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Chapter 2 – Population and Growth

It was expressed several times that the reason families continue to move to Nampa are the same characteristics that keep people here:

- A Family Friendly Atmosphere
- Great Schools
- Ample Recreational Opportunities
- Relatively Inexpensive Housing
- Employment Opportunities
- Safe Neighborhoods

The City should consider the impact on these community characteristics in new development applications.
Summary of Significant Changes or Additions
Chapter 3 – Housing

The Housing Opportunity Index (HOI) is a measure of affordability for a given area and is defined as the share of homes sold in that area that would have been affordable to a family earning the local median income, based on standard mortgage underwriting criteria.

In 2009, the HOI in the Boise Metro Area was 72.4%. In 2018, the HOI was 48.9%.

Summary of Significant Changes or Additions
Chapter 3 – Housing

Opportunities for Growth Management*:

• Encourage Infill that utilizes existing infrastructure
• Provide access to services closer to residences
• Utilize Smart Growth principles
• Conserve Open Space
• Encourage Master Planned or Planned Unit Development communities with a variety of housing elements, local services, open space, community design guidelines and standards
• Use density rather than lot size for residential development
• Work with the development community and City leaders to introduce new innovations and products in residential development
Summary of Significant Changes or Additions

Chapter 3 – Housing

Options to Improve Housing Affordability*

❖ Allow ‘tiny home’ construction in certain residential zones
❖ Allow a second detached home on one parcel in the RS zone that is fully functional as a residence with limitations
❖ Reduce fees for infill projects that contain a certain percentage of affordable homes
❖ Work with the county to help reduce the property tax burden for low-income residents
❖ Reduced fees for non-profit org’s to build affordable and livable housing
Summary of Significant Changes or Additions

Chapter 4 – Economic Development

The fastest growing sectors in local employment are Health Care, Social Assistance and Retail.

Unemployment 3.4% (seasonally adjusted) in 2019.
2012 unemployment was 9%.

Average annual wages increased 2.7% over the preceding 4 quarters.
Summary of Significant Changes or Additions

Chapter 4 – Economic Development

Daily Work Commuting Patterns

Nampa 2040 Comprehensive Plan

<table>
<thead>
<tr>
<th></th>
<th>Daily Work Commuting Patterns</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Nampa</td>
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<tr>
<td></td>
<td>24,905</td>
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<td>9,381</td>
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<td>27,836</td>
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</tbody>
</table>
Summary of Significant Changes or Additions

Chapter 4 – Economic Development

TARGET INDUSTRIES

- Finance, insurance, and health care
- Microelectronics
- Transportation, logistics and distribution
- Food Processing and Agribusiness
- Shared services
- Technical support and customer care
Summary of Significant Changes or Additions

Chapter 5 – Land Use

Simplification of Land Use Settings

- Commercial
  - Freeway Commercial
  - Neighborhood Commercial

- Industrial
  - Light Industrial
  - Heavy Industrial

- Community Mixed-Use
  - Employment Center
  - Industrial Park
  - Business Park
Summary of Significant Changes or Additions

Chapter 5 – Land Use

Use of Gross Density
Includes lots, internal roads, common open space area and easements

Common Open Space Areas
Approximately 15% of development land area
Variety of common open space types considered
Maintained by HOA
Summary of Significant Changes or Additions

Chapter 5 – Land Use

Allowance for limited commercial development in Medium- and High-Density Residential Land Use Settings to reduce traffic*
Summary of Significant Changes or Additions

Chapter 5 – Land Use

**MIXED-USE & SMART GROWTH**

Strong emphasis on utilizing the Smart Growth **PRINCIPLES** that have been effective in other communities:

- Well Designed Streetscape Elements
- Recreational Opportunities
- Safety Elements in Streets Near Schools
- Central Facility with Community Identifiers
- Transit-Oriented
- Walkable
- Services Near Residents
- Architectural Vernacular
- Variety of Living Options
Summary of Significant Changes or Additions

Chapter 6 – Transportation

Commuting:
Commute times between Caldwell and Boise expected to double by 2040

Future Projects:
State Highway 16 planning and design and Highway 45

Funding:
Impact Fee Program discussion
Summary of Significant Changes or Additions

Chapter 6 – Transportation

Bicycle and Pedestrian Master Plan
expanded on and off-street networks*
increased regional connectivity*
safety* improvements
Summary of Significant Changes or Additions

Chapter 6 – Transportation

Transportation Master Plan

- Update to the 2012 plan
- Identified future needs and existing system deficiencies
- 141 capital projects needed between now and 2040 costing $532 M
- Developed funding strategy
  - 2019: Impact Fees, 1% tax increase
  - 2020-24: Vehicle registration fee increase, GO Bond reallocation
  - 2025: Stormwater funding
Summary of Significant Changes or Additions

Chapter 6 – Transportation

Airport Master Plan

• Update to the 2010 plan underway
• Determined that runway will not be extended—5,000 foot existing runway is sufficient.
• 20 year plan for growth including new hangars and terminal building
Summary of Significant Changes or Additions

Chapter 7 – Public Services, Facilities, Utilities and National Interest
Electrical Transmission Lines

PUBLIC SAFETY*

COMPSTAT
FAMILY JUSTICE CENTER
SERVICE LEVELS

FIRE RESPONSE TIMES
PROPOSED FIRE STATIONS
KEY ELEMENTS FOR PROTECTION
Library: Member of the LYNX consortium = Access* to over 1 million books and publications throughout Treasure Valley
Summary of Significant Changes or Additions
Chapter 8 – Community Design

New ‘Storage Unit’ design section
New ‘Landscape’ design section
New ‘Development Patterns’ section
NEW ‘DARK SKIES’ SECTION
### Summary of Significant Changes or Additions

#### Chapter 9 – Parks and Recreation

**New “Why Nampa Needs Parks and Recreation” Section**  
Physiological, psychological, social and economic benefits of parks and open space.

**New “Park Planning and Development” Section**  
Describes the current process in planning and developing parkland and suggests that a position be created to manage and implement this process.

**New “Park Facility Maintenance Overview” Section**  
Revised with new performance measures for park maintenance.

**New “Parks and Recreation Master Plan” Section**  
The current Master Plan was completed in 2001.  
This section outlines the elements and policies that a new Parks and Recreation Master Plan should contain.
Summary of Significant Changes or Additions

Chapter 11 – Cultural and Historic Sites

Arts and Historical Preservation Committee

Its roll and importance in preserving the character of Nampa.
Summary of Significant Changes or Additions

Chapter 11 – Cultural and Historic Sites

HISTORICAL CITY NEIGHBORHOODS

New District Preservation* Plans
New Kit Homes Exhibit

Snake River Scenic Byway

Sears ‘Magnolia’ Model Kit Home
Source: Free-Images.com

Snake River Canyon
Scenic Byway
Summary of Significant Changes or Additions

Chapter 12 – Natural Resources

New Surface and Groundwater Sections

Surface Water System - Aquifer System - Lakes, Rivers and Streams
Summary of Significant Changes or Additions

Chapter 12 – Natural Resources

Deer Flat & Lake Lowell
Discussion of role in the Pacific Flyway
Summary of Significant Changes or Additions

Chapter 12 – Natural Resources

Issues of Environmental Importance to the City of Nampa

addresses the need for:

- Mutual Cooperation
- Conservation-Minded Approaches
- Endangered Species Awareness
Summary of Significant Changes or Additions

Chapter 13 – Hazardous Areas

Floodplain Schematic

Shaking Hazard Map

With Earthquake Preparedness Exhibit
Summary of Significant Changes or Additions

Chapter 13 – Hazardous Areas

New Railroad Crossing Safety Section

Methods to improve safety via partnership with Federal Railroad Administration

Identifying ‘Hot Spots’

Mitigation Strategies
Summary of Significant Changes or Additions

Chapter 13 – Hazardous Areas

Waste Remediation Facility Mapper

- Multiple hazards identified
- Interactive web map
- Shows remediation sites with details
Summary of Significant Changes or Additions

Chapter 14 – Public Airport Facilities

- Airport Master Plan
- Governance
- History
- Land Use around Airport
- Hazards
- airspace

$$$
Inclusion in the National Plan of Integrated Airport Systems $$$
Summary of Significant Changes or Additions

Chapter 15 – Specific Area Plans and Standards

- A closer look at specific areas of the community
- Development standards and guidelines
- Utility and Resource assessments
- Provides a lens into specific issues
- Engages community in problem solving
- Informs zoning modification discussions
Goals, Objectives and Strategies

OBJECTIVES AND STRATEGIES FOR (GOAL)

Objective: Is listed here

STRATEGY 1: These are strategies that are important, but not a key strategy to be achieved in the next 5-years

STRATEGY 2: These are key strategies and priorities for the next 5 years
Next Steps

Additional Feedback Opportunities
In writing - postmarked by **October 31, 2019**:

Comp Plan Feedback
Nampa Planning and Zoning Department
411 3rd St, Nampa, ID 83651

City’s Website or Planning Counter by **5:00 pm**
**November 4, 2019**
www.cityofnampa.us/compplan

**November 12, 2019** – Nampa Planning and Zoning Commission

**December 16, 2019** – Nampa City Council

**THANK YOU**

for your feedback and involvement!
1.0 Executive Summary
The issues regarding property rights are divided into two categories Federal Standards and Idaho State Requirements. Federal decisions regarding the “Takings Issue” are explored in this chapter, such as the Kelo v. City of New London, Nollan v. California Coastal Commission, Dolan v. City Tigard, Lucus v. South Carolina Coastal Council, Florida Rock Industries, Inc. v United States and Tahoe-Sierra Preservation Council, Inc et al. v. Tahoe Regional Planning Agency et. al. These are some of the leading federal and state law cases regarding property rights.

The chapter also includes a checklist from the Office of the Attorney General of the State of Idaho to help governments avoid “takings” when handling regulatory or administrative issues for property.

All citizens have property rights and when land use decisions are made, cities and counties must assure that an individual’s property rights are not being violated. A land use regulation or action must not be unduly restrictive so that it causes a “taking” of landowner’s property without just compensation.

The Fifth Amendment to the United States Constitution states “nor shall private property be taken for public use, without just compensation.” In the 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.”

Chapter 1 – Property Rights
Chapter One Objectives and Strategies

OBJECTIVES AND STRATEGIES FOR PROTECTING PROPERTY RIGHTS

OBJECTIVE 1: Ensure that all land use regulations and procedures are reviewed and follow due process of law.
STRATEGY 1: Conduct an annual review of all applicable land use rulings.
STRATEGY 2: Ensure that the reviews of all land use proposals are in accordance with the Attorney General’s Idaho Regulatory Takings Act Checklist as identified in Section 1.4 of this Chapter.

Chapter One Action Items

<table>
<thead>
<tr>
<th>#</th>
<th>Action</th>
<th>Department and Divisions</th>
<th>Impacts</th>
<th>Strategic Plan Focus Area(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City Attorney reviews code change recommendations prior to submittal to Planning and Zoning Commission and City Council (City Attorney’s Office, Planning and Zoning Department)</td>
<td>Attorney’s Office, Planning and Zoning</td>
<td>The cost of the update</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
</tbody>
</table>
Chapter 2 – Population and Growth

2.0 Executive Summary
This chapter will explore existing population characteristics and historical and projected growth in the City of Nampa based upon U.S. Census data. In addition, population data has been provided for Canyon County and the State of Idaho to compare growth patterns. According to the U.S. Census American Fact Finder 2013-2017 American Community Survey 5-Year Estimates, the City grew by 14.4% from 2010 to 2017. According to the Community Planning Association of Southwest Idaho (COMPASS), Nampa population in 2018 was 101,800 and is projected to increase to 105,158 by the end of 2019, a 3.2% increase. This growth has created significant challenges and opportunities for the community and city government. Though greater diversity of people, businesses, events, and other opportunities have generally been welcomed, the increased demand, in many cases, has outpaced the development of infrastructure, facilities, and services. These major growth years have also stimulated the City of Nampa to plan for projected growth scenarios. By projecting the population to increase by approximately 65,000 by the year 2040, the community and city government can plan for services and infrastructure to meet the projected demand.

Chapter Two Objectives and Strategies

OBJECTIVES AND STRATEGIES FOR ACCOUNTING FOR POPULATION DATA

OBJECTIVE 1: Use updated demographic data to manage growth
- STRATEGY 1: Review 2020 U.S. Census data and COMPASS Communities in Motion model forecast to plan and identify future growth patterns
- STRATEGY 2: Work with COMPASS, Idaho Department of Labor and other agencies to review, develop and update population and demographic data.

OBJECTIVES AND STRATEGIES FOR IMPROVING DIVERSITY

OBJECTIVE 2: Serve the residents of a growing and diverse community
- STRATEGY 1: Increase access to public activities and services for all Nampa residents.
- STRATEGY 2: Maintain an atmosphere that welcomes a diverse community.
- STRATEGY 3: Provide voluntary language training for City staff.

OBJECTIVES AND STRATEGIES FOR MANAGING GROWTH

OBJECTIVE 3: Reduce impacts of development on existing infrastructure
- STRATEGY 1: Encourage development where public utilities are available
- STRATEGY 2: Coordinate with Canyon County and adjacent communities for future development and regional growth
- STRATEGY 3: Utilize the Idaho Regulatory Takings Analysis as requested by the public.

= Key Strategies

Chapter Two Action Items

<table>
<thead>
<tr>
<th>#</th>
<th>Action</th>
<th>Department and Divisions</th>
<th>Impacts</th>
<th>Strategic Plan Focus Area(s)</th>
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<tbody>
<tr>
<td>1</td>
<td>Review 2020 U.S. Census data and COMPASS Communities in Motion model forecast to plan and identify future growth patterns</td>
<td>Public Works, Planning and Zoning</td>
<td>Staff time</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
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<tr>
<td>2</td>
<td>Review future land use and infrastructure needs within the Area of City Limits (ACI).</td>
<td>Public Works</td>
<td>Staff time</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>3</td>
<td>Meet annually with Canyon County and adjacent communities about future development and regional growth</td>
<td>Planning and Zoning</td>
<td>Training costs</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
</tbody>
</table>
Chapter 3 - Housing

3.0 Executive Summary
The Comprehensive Plan Advisory Committee and the public during the 2040 update process indicated that the impacts of growth on housing in Nampa is a priority issue. Several individuals expressed concern about dramatic increases in property tax assessments for residents with limited or low income, rent increases, loss of ag land to large subdivision development, traffic, and a decrease in affordability. The Housing Opportunity Index (HOI) is a measure of affordability for a given area and is defined as the share of homes sold in that area that would have been affordable to a family earning the local median income, based on standard mortgage underwriting criteria. In 2010, the HOI in the Boise Metro Area was 72.4%. In 2018, the HOI was 48.4%*. The City of Nampa seeks to foster an environment of opportunity, innovation and sustainability in the housing market by planning for and supporting housing options that help increase the HOI while protecting property rights. This chapter analyzes historic and current trends, identifies opportunities for innovation, and provides guidelines for planning and the establishment of objectives and strategies.

* Source: https://www.nahb.org/en/research/housing-economics/housing-indexes/housing-opportunity-index.aspx

Chapter Three Objectives and Strategies

OBJECTIVES AND STRATEGIES FOR IMPROVING HOUSING DEVELOPMENT

OBJECTIVE 1: Add innovative housing options in the Zoning Code
STRATEGY 1: Define “Affordable Housing” in the zoning Code.
STRATEGY 2: Add/define “Master Planned Community” in the zoning code.
STRATEGY 3: Develop design standards and guidelines in collaboration with the Building Community for “Master Planned Communities”.

OBJECTIVE 2: Locate housing in areas that improve employment and educational opportunities.
STRATEGY 1: Plan mixed-use developments, Master Planned Communities along major transportation corridors, near College of Western Idaho (CWI), Northwest Nazarene University (NWNU) and wherever feasible.

OBJECTIVE 3: Maintain the integrity of the residential housing in historic districts
STRATEGY 1: Provide opportunities and guidelines for a housing component in the downtown master plan.

OBJECTIVE 4: Encourage mixed-use development
STRATEGY 1: Discourage large tract developments that incorporate a single housing type.
STRATEGY 2: Utilize a density model in lieu of a lot size model for subdivision development

OBJECTIVE 5: Allow detached 2nd homes on single family lots that meet size and lot configuration guidelines

OBJECTIVES AND STRATEGIES FOR BUILDING DIVERSITY IN HOUSING

OBJECTIVE 6: Welcome diversity in housing
STRATEGY 1: Improve access to information and housing services for all Nampa residents.

OBJECTIVES AND STRATEGIES FOR MANAGING GROWTH

OBJECTIVE 7: Encourage Infill development
STRATEGY 1: Incentivize development in infill areas where public utilities are available and improvements of properties that have been hard to redevelop.

OBJECTIVE 8: Collaborate with adjacent communities.
STRATEGY 1: Collaborate with Canyon County, adjacent communities and COMPASS about regional growth issues.

Chapter Three Action Items
CHAPTER 4 – Economic Development

4.0 Executive Summary
The City of Nampa has a diversified economic base with a strong history of agriculture and food processing, manufacturing, distribution and technology. Founded as a railroad town in the 1880’s, the railroad also continues to play an important role in the economy. Two major institutions of higher education, public and private K-12 schools, two hospitals, medical facilities, manufacturing and other businesses provide professional employment opportunities. In recent years, economic growth in Nampa has included expansion of Saint Alphonsus Medical Center (formerly Mercy Medical Center); St. Luke’s Medical Center and Health System; the continued development of two regional shopping centers and increased commercial activity in Downtown Nampa.

In 2010, the seasonally adjusted unemployment rate was 9.2%. In recent years, the economy has rebounded, and the housing market has increased dramatically. The unemployment rate in Nampa in 2018 was 2.6%. The August 2019 seasonally adjusted unemployment rate in Nampa was 3.5%, and 2.9% for Idaho (SOURCE: c-Idaho Department of Labor Monthly unemployment report).

This Chapter discusses Economic Development in its current state and plans to continue business growth in Nampa over the next 5 – 20 years.

Chapter Four Objectives and Strategies

OBJECTIVES AND STRATEGIES FOR IMPROVING ECONOMIC DIVERSIFICATION

<table>
<thead>
<tr>
<th>OBJECTIVE 1:</th>
<th>Promote industrial development and preserve industrial land</th>
</tr>
</thead>
<tbody>
<tr>
<td>STRATEGY 1:</td>
<td>Preserve commercial and grow industrial land use settings</td>
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</table>

<table>
<thead>
<tr>
<th>OBJECTIVE 2:</th>
<th>Develop retail and service businesses in locations that are accessible by walking or biking.</th>
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<table>
<thead>
<tr>
<th>OBJECTIVE 3:</th>
<th>Support entrepreneur and start-up businesses.</th>
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<tbody>
<tr>
<td>STRATEGY 1:</td>
<td>Plan for and support business incubator services</td>
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<tr>
<td>STRATEGY 2:</td>
<td>Coordinate small business counseling opportunities and training events in Nampa.</td>
</tr>
<tr>
<td>STRATEGY 3:</td>
<td>Pursue formation of angel investment fund for Canyon County firms.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OBJECTIVE 4:</th>
<th>Provide a business-friendly environment.</th>
</tr>
</thead>
<tbody>
<tr>
<td>STRATEGY 1:</td>
<td>Expedite permitting, inspecting and development services.</td>
</tr>
</tbody>
</table>
STRATEGY 2: Participate in regional economic development efforts as well as coordination with other local governments and business partners.

OBJECTIVE 5: Grow High Tech in Nampa

STRATEGY 1: Encourage the formation, retention and expansion of manufacturing and high-tech businesses.
STRATEGY 2: Recognize and support the City of Nampa’s agri-business heritage.
STRATEGY 3: Provide incentives for local business development by removing barriers of entry, providing good planning and developing short- and long-term partnerships.

OBJECTIVES AND STRATEGIES FOR SUPPORTING ENTERTAINMENT VENUES

OBJECTIVE 6: Grow the entertainment business in Nampa.
STRATEGY 1: Plan and develop an Auditorium District.
STRATEGY 2: Improve the Idaho Center Campus and offerings.

OBJECTIVES AND STRATEGIES FOR STRENGTHENING DOWNTOWN NAMPA

OBJECTIVE 7: Invest in downtown revitalization.

STRATEGY 1: Invest in and implement the Nampa Main Street program.
STRATEGY 2: Create and market events built around Nampa’s unique characteristics and heritage.
STRATEGY 3: Continue to support the creation of central gathering places in downtown Nampa

Chapter Four Action Items

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<thead>
<tr>
<th>#</th>
<th>Action</th>
<th>Department and Divisions</th>
<th>Impacts</th>
<th>Strategic Plan Focus Area(s)</th>
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<td>1</td>
<td>Encourage the formation, retention and expansion of manufacturing and high-tech businesses.</td>
<td>Economic Development</td>
<td>Staff Time</td>
<td>Economic Opportunity</td>
</tr>
<tr>
<td>2</td>
<td>Encourage the development of small business and entrepreneur networks.</td>
<td>Economic Development</td>
<td>Staff Time</td>
<td>Economic Opportunity</td>
</tr>
<tr>
<td>3</td>
<td>Align land use plans, and infrastructure enhancements to encourage a diverse economic base.</td>
<td>City Council, Nampa Development Corporation</td>
<td>Staff Time</td>
<td>Economic Opportunity</td>
</tr>
<tr>
<td>4</td>
<td>Educate realtors and developers on the use of Gem State Prospector for marketing of existing vacant buildings, and land.</td>
<td>Economic Development</td>
<td>Staff Time</td>
<td>Economic Opportunity</td>
</tr>
<tr>
<td>5</td>
<td>Participate in private efforts to promote tourism in Nampa.</td>
<td>Economic Development</td>
<td>Staff Time</td>
<td>Economic Opportunity</td>
</tr>
<tr>
<td>6</td>
<td>Work with the Downtown Business Association to support downtown revitalization efforts in conjunction with the Nampa Main Street program.</td>
<td>Economic Development</td>
<td>Staff Time</td>
<td>Economic Opportunity</td>
</tr>
</tbody>
</table>
CHAPTER 5 – Land Use

5.0 Executive Summary

The purpose of the Land Use chapter is to guide public and private decisions regarding the use of land in the City of Nampa and the Nampa Area of Impact. This document will also be used as a guide to implement the future zoning and subdivision ordinances and other land use documents adopted by the City.

The 2040 Comprehensive Plan refines and updates the land use descriptions from the 2035 plan. Additional planning principles and tools such as ‘Smart Growth’, standards and guidelines for Infill, Mixed Use, Planned Unit Developments and Master Planned Communities are incorporated.

During the next 20 years, the character of the Nampa community will be influenced by economic, social, transportation, technological, environmental, cultural and demographic change. Responding to this evolution requires a routine update the Comprehensive Plan in the form of amendments, land use map changes and the development of supplemental standards and guidelines. This also requires the exploration of new and timely approaches to resolving critical issues, such as the effects of rapid growth on resources, shifts in infrastructure needs and pressures on public safety. These issues will require expert analysis and meaningful input from the community that result in practical solutions over the next 5 to 20 years.

To be useful as a day-to-day decision-making tool with a long-range focus, the Future Land Use map will be updated as conditions warrant.

Chapter Five Objectives and Strategies

OBJECTIVES AND STRATEGIES FOR MANAGING GROWTH

OBJECTIVE 1: Address long-term growth issues through Planning
STRATEGY 1: Update the Comprehensive Plan every 5 years and keep the strategies current through periodic review.
STRATEGY 2: Prioritize issues most affected by rapid growth
STRATEGY 3: Create a Future Acquisitions Map as permitted in Idaho Code Section 67-6517.
STRATEGY 4: Update city codes and ordinances to acknowledge the goals, objectives and strategies of the Comprehensive Plan.

OBJECTIVE 2: Conserve open space and agricultural land while accommodating growth and protecting property rights.
STRATEGY 1: Prioritize infill development and redevelopment.
STRATEGY 2: Identify areas in the Area of Impact that could implement “smart growth” principles, Planned Unit Developments, Transit Oriented Development or Master Planned Communities with mixed-use elements.

OBJECTIVE 3: Implement proposed modifications.
STRATEGY 1: Provide personnel and financial resources to implement the Comprehensive Plan.

OBJECTIVES AND STRATEGIES FOR INCREASING CITIZEN PARTICIPATION

OBJECTIVE 4: Increase public participation in planning and development review processes.
STRATEGY 1: Form committees for strategic planning efforts
STRATEGY 2: Outreach through social media and other effective methodologies
STRATEGY 3: Continue to partner and collaborate with the planning staffs of the Cities of Meridian, Kuna, Middleton, Caldwell and Canyon and Ada County.

OBJECTIVE 5: Involve the development community in producing standards and guidelines for commercial and land-intensive development
STRATEGY 1: Collaborate with the development community to produce standards and guidelines for commercial, Master Planned Communities, Planned Unit Developments that is less land-intensive, utilizes ‘Smart-Growth’ principles, preserves open space and builds the Nampa brand. Bring this strategy forward for public discussion and adoption by the Planning and Zoning Commission and City Council.

OBJECTIVES AND STRATEGIES FOR IMPROVING THE CITY CENTER (DOWNTOWN) DISTRICT

OBJECTIVE 6: Increase the amount and density of housing, office, retail space and access to technology, public transportation in the City Center District.
## OBJECTIVES AND STRATEGIES FOR UTILIZING SPECIFIC AREA PLANS & SMART GROWTH

### OBJECTIVE 7: Create Specific Area Plans and Standards:

**STRATEGY 1:** Prepare Specific Area Plans for the areas described in Chapter 15

**STRATEGY 2:** Develop Smart Growth standards and guidelines for Nampa Gateways; Mixed-Use Development; Subdivisions; Master Plan Communities; Transit Oriented Development; Density-based Residential Development; Common Open Space Areas

<table>
<thead>
<tr>
<th>#</th>
<th>Action</th>
<th>Department and Divisions</th>
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<th>Strategic Plan Focus Area(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Develop standards and guidelines for the areas and development types listed in Objective 5 – develop public participation processes.</td>
<td>Planning and Zoning Dept., Engineering Division, Economic Development Dept., Transportation Division</td>
<td>Staff Time</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>2</td>
<td>Create an infill and redevelopment potential Map</td>
<td>Economic Development, Engineering Dept.</td>
<td>Staff Time</td>
<td>Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>3</td>
<td>Update codes to acknowledge the goals, objectives and strategies of the Comprehensive Plan.</td>
<td>Planning and Zoning</td>
<td>Staff Time</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>4</td>
<td>Collaborate with the development community to produce standards and guidelines for commercial, Master Planned Communities, Planned Unit Developments that is less land-intensive, utilizes ‘Smart-Growth’ principles, preserves open space and builds the Nampa brand. Bring this strategy forward for public discussion and adoption by the Planning and Zoning Commission and City Council.</td>
<td>Economic Development, Planning and Zoning, Engineering</td>
<td>Staff Time</td>
<td>Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>5</td>
<td>Develop Smart Growth standards and guidelines for Nampa Gateways; Mixed-Use Development; Subdivisions; Master Plan Communities; Transit Oriented Development; Density-based Residential Development; Common Open Space Areas</td>
<td>Planning and Zoning</td>
<td>Staff Time</td>
<td>Infrastructure, Economic Opportunity</td>
</tr>
</tbody>
</table>
### Chapter Six Objectives and Strategies

#### Objectives and Strategies for Land Use and Transportation Coordination

**Objective 1:** Implement the Transportation Master Plan
- **Strategy 1:** Prioritize projects that have the greatest impact to traffic congestion mitigation and Highway 16 connection to I-84.

**Objective 2:** Integrate compact development with bicycling, walking and public transit.
- **Strategy 1:** Improve transportation infrastructure in new and redevelopment projects in accordance with the provisions of Chapter 5 ‘Land Use’.
- **Strategy 2:** Align Nampa’s Transportation Plan and the COMPASS Idaho long range transportation plan.

#### Objectives and Strategies for Traffic Management

**Objective 3:** Increase roadway capacity.
- **Strategy 1:** Build a Traffic and Emergency Operations Center (TEAM), utilizing technology to improve congestion management and citizen safety.
- **Strategy 2:** Ensure adherence to and the regular update of the City’s access management plan.
- **Strategy 3:** Consider a parkway design for arterial streets, which utilize narrower lane widths, incorporate street trees use narrower sight lines to calm traffic and create an appealing streetscape.

#### Objectives and Strategies for Creating Transportation Choices

**Objective 4:** Promote a multi-modal transportation system
- **Strategy 1:** Utilize the Pedestrian/Bicycle Master Plan to ensure adequate street width.
- **Strategy 2:** Enhance transportation options, including freight and air service, to support business development, while preserving the integrity of existing communities.
- **Strategy 3:** Extend public transit routes to new residential, commercial, Transit Oriented Development and business center growth areas.
- **Strategy 4:** Conduct periodic transit route restructuring analyses.
- **Strategy 5:** Ensure that quality Americans with Disabilities Act (ADA) paratransit services are provided to persons who cannot utilize available fixed-route accessible bus services.

#### Objectives and Strategies for Implementing the Pedestrian Bicycle Master Plan

**Objective 5:** Build the Pedestrian Bicycle system
- **Strategy 1:** Prioritize pathways that are dis-connected.
- **Strategy 2:** Utilize traffic calming techniques and strategies in high pedestrian activity areas.
- **Strategy 3:** Work with stakeholders and regional partners for additional funding.
- **Strategy 4:** Proactively acquire land or affirmative access easements whenever development or land subdivision occurs along proposed routes.
OBJECTIVES AND STRATEGIES FOR PARKING MANAGEMENT

OBJECTIVE 6: Provide for parking facilities as part of an integrated strategy for urban development and redevelopment.
STRATEGY 1: Implement shared parking agreements for compatible uses.
STRATEGY 2: Allow 12 hour on-street parking in residential areas near employment centers.

OBJECTIVES AND STRATEGIES FOR BUILDING PASSENGER RAIL SERVICE

OBJECTIVE 7: Work with Valley Regional Transit, Union Pacific, and other agencies to provide intercity passenger rail service to and from Nampa.
STRATEGY 1: Work with the regional partners to promote and implement interstate passenger rail service in Nampa.

OBJECTIVES AND STRATEGIES FOR RAIL FREIGHT SAFETY

OBJECTIVE 8:Maintain safe street/rail corridor crossings
STRATEGY 1: Ensure that the impacts of freight rail service on neighborhoods are minimized and mitigate existing impacts as appropriate.

OBJECTIVES AND STRATEGIES FOR IMPROVING AIR TRANSPORTATION

OBJECTIVE 9: Implement the Nampa Municipal Airport Master Plan
STRATEGY 1: Improve street and highway access routes to the Nampa Municipal Airport.
STRATEGY 2: Plan compatible land uses in areas near the Nampa Municipal Airport.

OBJECTIVES AND STRATEGIES FOR DEVELOPING TRUCK ROUTES

OBJECTIVE 10:Identify preferred truck routes and enforce noise violations

OBJECTIVES AND STRATEGIES FOR UTILIZING TRANSIT & TRANSIT ORIENTED DEVELOPMENT

OBJECTIVE 11: Develop standards and guidelines for Transit Oriented Development (TOD)
STRATEGY 1: Define standards for Transit Oriented Development in collaboration with the development community and City Leaders

OBJECTIVE 12: Work with VRT to improve route locations

Chapter Six Action Items

<table>
<thead>
<tr>
<th>#</th>
<th>Action</th>
<th>Department and Divisions</th>
<th>Impacts</th>
<th>Strategic Plan Focus Area(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Prioritize projects that have the greatest impact to traffic congestion mitigation; and Highway 16 connection to I-84.</td>
<td>Planning and Public Works</td>
<td>Staff and Consultant</td>
<td>Safety, Infrastructure</td>
</tr>
<tr>
<td>2</td>
<td>Improve transportation infrastructure in new and redevelopment projects in accordance with the provisions of Chapter 5 ‘Land Use’</td>
<td>Planning and Public Works</td>
<td>Staff and Consultant</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>3</td>
<td>Improve pedestrian and bicycle connections among land uses in the City to create a continuous and seamless system</td>
<td>Planning and Public Works</td>
<td>Staff and Consultant</td>
<td>Safety, Infrastructure</td>
</tr>
<tr>
<td>4</td>
<td>Build a Traffic and Emergency Operations Center (TEAM), utilizing technology to improve congestion management and citizen safety</td>
<td>Planning and Public Works</td>
<td>Staff and Consultant</td>
<td>Safety</td>
</tr>
<tr>
<td>5</td>
<td>Define standards for Transit-Oriented Development in collaboration with the development community and City Leaders</td>
<td>Planning and Public Works</td>
<td>Staff</td>
<td>Infrastructure, Economic Opportunity</td>
</tr>
</tbody>
</table>
CHAPTER 7 – Public Services, Facilities, Utilities and National Interest Electrical Transmission Lines

7.0 Executive Summary
Public services, facilities and utilities and national interest electrical transmission lines are some of the essential services provided to the citizens of Nampa. Public services and facilities include Police & Fire protection, emergency medical services, Planning and Zoning, Nampa Airport, Building, Cemetery, City Clerk, Civic Center, Code Compliance, Community Development, Elections, Engineering, Environmental Compliance, Public Works, Streets, Teen Council, Family Justice Center, Nampa Civic Center, Facilities Development, Economic Development, Parks and Recreation, Libraries, Human Resources, Finance, Mayor’s Office and others. Public utilities such as potable water, sewer service and treatment, storm water management and pressurized irrigation are provided by the City Environmental Compliance, Wastewater and Waterworks Divisions. Irrigation canal delivery is provided by Pioneer Irrigation District, Nampa & Meridian Irrigation District, and the Boise-Kuna Irrigation District. Recycling facilities, refuse service, communication services and electrical power are supplied by private entities and utility companies.

This chapter includes goals, objectives, strategies and implementation recommendations for these services. Some topics are discussed in greater detail in other Comprehensive Plan chapters, such as Land Use (Chapter 5) and Transportation (Chapter 6).

Chapter Seven Objectives and Strategies

OBJECTIVES AND STRATEGIES FOR IMPROVING ADMINISTRATIVE SERVICES
OBJECTIVE 1: Provide professional, efficient and cost-effective administrative services to the citizens of Nampa.

OBJECTIVES AND STRATEGIES FOR IMPROVING THE BUILDING DEPARTMENT
OBJECTIVE 2: Provide professional building services.
STRATEGY 1: Provide professional certification and staff training
STRATEGY 2: Look for opportunities to create efficiencies of the permitting and review processes.

OBJECTIVES AND STRATEGIES FOR IMPROVING PLANNING AND ZONING
OBJECTIVE 3: Provide efficient and meaningful Planning and Zoning services
STRATEGY 1: Provide professional certification and staff training
STRATEGY 2: Update and clarify codes and policies.

OBJECTIVES AND STRATEGIES FOR IMPROVING INFORMATION TECHNOLOGY
OBJECTIVE 4: Develop strategies to extend fiber optics city-wide.

OBJECTIVES AND STRATEGIES FOR IMPROVING PUBLIC SAFETY AND NAMPA FAMILY JUSTICE CENTER
OBJECTIVE 5: Maintain a balanced staffing and service delivery approach
STRATEGY 1: Continue mutual aid agreements with surrounding cities, counties and public safety agencies to maximize the utilization of services.

OBJECTIVE 6: Develop EMS, fire and police planning criteria to meet the City of Nampa’s future public safety needs.
STRATEGY 1: Align long-range planning and budgeting with City priorities.
STRATEGY 2: Ensure the City has a formal, adopted evacuation plan for potential natural and man-made disasters.
STRATEGY 3: Provide the appropriate training for staff and volunteers.
STRATEGY 4: Utilize COMPSTAT to increase efficiencies and reduce crime such that officers have a reasonable amount of discretionary patrol time – report results.
STRATEGY 5: Work with citizens, schools and youth programs in youth crime prevention efforts.

STRATEGY 6: Fund, construct and staff new facilities as required to maintain the necessary response times.

OBJECTIVES AND STRATEGIES FOR IMPROVING PUBLIC WORKS
OBJECTIVE 7: Provide efficient and meaningful Public Works services
STRATEGY 1: Provide professional certification and staff training

OBJECTIVE 8: Distribute infrastructure improvement priorities in a fair and equitable manner.

OBJECTIVE 9: Promote efficient water use and a reduction in storm drain pollutants.
STRATEGY 1: Use native landscape materials where feasible in public projects, stormwater basins and bio-swale treatment facilities.
STRATEGY 2: Work on developing a long-term plan for a recycled water system.
STRATEGY 3: Work with the State to interpret and mitigate (if necessary) the impact to aquifers from large-scale development proposals.

OBJECTIVE 10: Reduce the impact of development on floodways and floodplains.

OBJECTIVE 11: Locate utilities efficiently and sensibly

STRATEGY 1: Develop a ‘Special Use’ Permit with a long-term sunset date for Utilities that desire to purchase and hold land until a facility can be constructed.
STRATEGY 2: Utilize ‘multiple-use utility and transportation corridors’ that connect to similar facilities in adjacent jurisdictions.
STRATEGY 3: Protect wetlands and other critical areas by minimizing the installation of utility facilities, utility crossings and maintenance roads.

OBJECTIVES AND STRATEGIES FOR IMPROVING DELIVERY OF ELECTRICITY (IDAHO POWER)

OBJECTIVE 12: Implement goals and strategies that impact Nampa from the Integrated Resource Plan

STRATEGY 1: Partner with Idaho Power to promote sustainability programs for new construction and existing businesses and homes.
STRATEGY 2: Allow the appropriate placement of electric utility facilities on public rights-of-way.
STRATEGY 3: Underground powerlines wherever possible.

OBJECTIVES AND STRATEGIES FOR UTILIZING RENEWABLE ENERGY SOURCES

OBJECTIVE 13: Develop programs and guidelines for sustainability and energy efficiency.

OBJECTIVES AND STRATEGIES FOR IMPROVING THE NAMPA LIBRARY

OBJECTIVE 14: Continuously improve staffing, services, and infrastructure in order to meet the mission of the library.

STRATEGY 1: Serve the unique needs of an increasingly multicultural community.

Chapter Seven Action Items

<table>
<thead>
<tr>
<th>№</th>
<th>Action</th>
<th>Department and Divisions</th>
<th>Impacts</th>
<th>Strategic Plan Focus Area(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Update and clarify codes and polices.</td>
<td>Planning and Zoning, Engineering, Building, Economic Development</td>
<td>Staff Time</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>2</td>
<td>Fund, construct and staff new facilities as required to maintain the necessary response times.</td>
<td>Fire, Police, Building</td>
<td>Staff Time</td>
<td>Safety</td>
</tr>
<tr>
<td>3</td>
<td>Develop a ‘Special Use’ Permit with a long-term sunset date for Utilities that desire to purchase and hold land until a facility can be constructed.</td>
<td>Public Works</td>
<td>Staff Time</td>
<td>Infrastructure</td>
</tr>
</tbody>
</table>
CHAPTER 8 – Community Design

8.0 Executive Summary
Community design includes a study of the community’s development patterns, streetscapes, neighborhood layouts, site design, and other spatial features, natural elements and built environment including landscaping, architecture, signs and public art.

Access and proximity to public safety, shopping, employment, services, recreation, religious institutions, educational resources, downtown, trails, parks and other community facilities is an important component of community design as expressed by residents and the 2040 Comprehensive Plan Review Advisory Committee.

Nampa residents desire an attractive living environment with well-designed landscaped streets, parks and open space areas. They desire the benefit of stabilizing economic development and business investment. In addition, the community desires to locate affordable housing and mixed-use development projects that improve neighborhood livability in new development, infill and redevelopment areas.

Scale is an important factor in community design. Macro-scale design considers the physical elements that make up the entire City, its agricultural land and natural settings. Whereas Micro-scale community design encompasses the details of streetscapes, walkways and building colors.

Community design, as it relates to the built environment, refers to building design and land impacts such as height of a building in relationship to its surroundings, the placement of a building on the site, the percent of building coverage on the site and attractive exterior building design. Community design also identifies public and private spaces, greenbelts, open space, pathways and landscaping. Community design considers visual qualities such as the type and locations of landscaping, the control of noxious weeds, public access, location of sidewalks, protecting historic structures, and public art.

Chapter Eight Objectives and Strategies

**OBJECTIVES AND STRATEGIES FOR IMPROVING RESIDENTIAL, MULTI-FAMILY, COMMERCIAL DESIGN**

**OBJECTIVE 1:** Improve the quality of residential, multi-family and commercial community design.
- **STRATEGY 1:** Develop a reference guide for residential development indicating desired architecture, landscaping, streetscape and other neighborhood elements.
- **STRATEGY 2:** Develop standards and guidelines for Master Planned Communities, Planned Unit Developments and commercial development.

**OBJECTIVES AND STRATEGIES FOR IMPROVING LANDSCAPING, OPEN SPACE AND URBAN FORESTS**

**OBJECTIVE 2:** Provide landscape softening and open space throughout the community.
- **STRATEGY 1:** Require appropriate landscaping in natural open space, greenway and water corridor settings.
- **STRATEGY 2:** Increase the acreage of urban forest and parkland throughout the community.
- **STRATEGY 3:** Implement the Downtown Streetscape plan
- **STRATEGY 4:** Establish an architecture and landscape beautification award/recognition program for private residences and business.

**OBJECTIVES AND STRATEGIES FOR IMPROVING URBAN FORESTRY SERVICES**

**OBJECTIVE 3:** Preserve and enhance the City’s Urban Forest.
- **STRATEGY 1:** Adopt a tree protection ordinance that protects, saves and maintains in healthy condition existing street trees and mitigates or prevents tree removal of heritage trees, or trees of stature and significance to the community.
- **STRATEGY 2:** Continue to obtain the TREE City USA designation

**OBJECTIVES AND STRATEGIES FOR PRESERVING HISTORIC STRUCTURES**

**OBJECTIVE 4:** Preserve historic sites and districts.
- **STRATEGY 1:** Review and change land use codes to maintain the viability of Downtown and Historic Districts
- **STRATEGY 2:** Provide clear guidance to developers/owners who desire to rehabilitate historic structures
- **STRATEGY 3:** Implement the Central Nampa Revitalization Blueprint Program.
### OBJECTIVES AND STRATEGIES FOR IMPROVING INFILL AND REDEVELOPMENT AREAS

**OBJECTIVE 5:** Make infill development attractive and compatible with neighborhoods.  
- **STRATEGY 1:** Develop criteria to guide infill development projects and  
- **STRATEGY 2:** Create a taskforce to develop infill development incentives.

### OBJECTIVES AND STRATEGIES FOR BUILDING STRONG NEIGHBORHOODS

**OBJECTIVE 6:** Build strong, cohesive neighborhoods and communities.  
- **STRATEGY 1:** Encourage mixed use residential development  
- **STRATEGY 2:** Require subdivisions to possess their own special sense of place  
- **STRATEGY 3:** Adopt a Dark Skies ordinance

### OBJECTIVES AND STRATEGIES FOR IMPROVING PEDESTRIAN ACCESS

**OBJECTIVE 7:** Develop a walkable and accessible community

### OBJECTIVES AND STRATEGIES FOR IMPROVING GATEWAYS

**OBJECTIVE 8:** Establish and identify City gateways  
- **STRATEGY 1:** Establish design standards for gateways  
- **STRATEGY 2:** Establish standards for the appearance and character of Nampa/Caldwell Boulevard.

### OBJECTIVES AND STRATEGIES FOR PROVIDING OPPORTUNITIES FOR PUBLIC ART

**OBJECTIVE 9:** Create public plazas and locate public art within the City.  
- **STRATEGY 1:** Work with area arts organizations and businesses to develop accessible arts exhibit, performance, rehearsal, artist loft and office space.  
- **STRATEGY 2:** Expand community events, activities and festivals, which celebrate the arts and cultural attributes of the City.  
- **STRATEGY 3:** Develop and Implement a plan to preserve and maintain existing public artwork.

### Chapter Eight Action Items

<table>
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<tr>
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<th>Action</th>
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<tbody>
<tr>
<td>1</td>
<td>Develop a reference guide for residential development indicating desired architecture, landscaping, streetscape and other neighborhood elements.</td>
<td>Planning and Zoning, Engineering, Parks and Recreation</td>
<td>Staff Time</td>
<td>Infrastructure</td>
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<tr>
<td>2</td>
<td>Develop standards and guidelines for Master Planned Communities, Planned Unit Developments and commercial development.</td>
<td>Planning and Zoning, Engineering, Parks and Recreation, Streets, Economic Development, working with the Development Community</td>
<td>Staff Time</td>
<td>Infrastructure, Economic Opportunity</td>
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<tr>
<td>3</td>
<td>Implement the Downtown Streetscape Plan</td>
<td>Economic Development, Parks and Recreation</td>
<td>Staff Time</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>4</td>
<td>Adopt a tree protection ordinance that protects, saves and maintains in healthy condition existing street trees and mitigates or prevents tree removal of heritage trees, or trees of stature and significance to the community.</td>
<td>Parks and Recreation, Urban Forestry, Planning and Zoning</td>
<td>Staff Time</td>
<td>Infrastructure</td>
</tr>
<tr>
<td>5</td>
<td>Implement the Central Nampa Revitalization Blueprint Program.</td>
<td>Economic Development</td>
<td>Staff Time</td>
<td>Economic Opportunity</td>
</tr>
<tr>
<td>6</td>
<td>Develop and adopt a Dark Skies Ordinance for the City of Nampa</td>
<td>Planning and Zoning, Airport</td>
<td>Staff Time</td>
<td>Safety</td>
</tr>
</tbody>
</table>
Chapter 9 – Parks and Recreation

OBJECTIVES AND STRATEGIES FOR INCREASING PARK FUNDING

OBJECTIVE 1: Fund park acquisition, planning, design, construction and maintenance.  
STRATEGY 1: Work with non-profit groups, local companies and other organizations to take ownership and become involved in the care and maintenance of the City’s neighborhood parks and facilities.  
STRATEGY 2: Work with the school districts in Nampa and adjacent communities to provide joint school-park sites and programs.  
STRATEGY 3: Create an Asset Preservation program (includes asset inventory, asset preservation and funding strategy)

OBJECTIVES AND STRATEGIES FOR IMPROVING THE PARK PLANNING PROCESS

OBJECTIVE 2: Plan and develop parks throughout the City  
STRATEGY 1: Provide parks in new residential, mixed-use residential developments.  
STRATEGY 2: Obtaining surplus school lands or other strategic sites for parkland.  
STRATEGY 3: Design and build public plazas and gathering areas in new communities, commercial and business park areas and in Downtown Nampa.  
STRATEGY 4: Hire a Landscape Architect in a Park and Pathway Planner position.  
STRATEGY 5: Place native plants and xeriscape plants in parks, where appropriate.  
STRATEGY 6: Provide recreation facility development on the north side of Interstate 84.  
STRATEGY 7: Create a new Parks Master Plan – delineate future park locations throughout the city, locate a soccer complex in east Nampa  
STRATEGY 8: Include Safe Routes to Schools in pathway planning.  
STRATEGY 9: Plan facilities for Nampa’s senior population.

OBJECTIVES AND STRATEGIES FOR IMPROVING ACCESS TO NATURAL PARKS AND OPEN SPACE

OBJECTIVE 3: Provide natural open space throughout the City  
STRATEGY 1: Develop working relationships with local agencies/entities to acquire, design and protect open space.  
STRATEGY 2: Provide access and educational wayfinding to open space areas.  
STRATEGY 3: Use agricultural preservation efforts on the City’s periphery as one means of providing open space areas adjacent to the developed area of the City.

OBJECTIVES AND STRATEGIES FOR BUILDING BIKEWAY AND PATHWAY SYSTEM

OBJECTIVE 4: Implement the Pedestrian and Bicycle Master Plan  
STRATEGY 1: Coordinate pathway system with COMPASS, Canyon County, the cities of Caldwell and Meridian  
STRATEGY 2: Include bicycle parking requirements in business design standards.
STRATEGY 3: Provide adequate parking and public facilities along greenbelts and pathway systems.
STRATEGY 4: Provide safe crossing zones for users at intersections.
STRATEGY 5: Establish signage, mileage and points of interest signage program for pathways.

OBJECTIVES AND STRATEGIES FOR IMPROVING WATERWAYS

OBJECTIVE 5: Improve access to Lake Lowell and City waterways
STRATEGY 1: Improve public access to Lake Lowell.
STRATEGY 2: Consider day-lighting Indian Creek in strategic locations.
STRATEGY 3: Make beautification improvements to Mason Creek and Lakeview Park.

Chapter Nine Action Items

<table>
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<tr>
<th>#</th>
<th>Action</th>
<th>Department and Divisions</th>
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<tbody>
<tr>
<td>1</td>
<td>Create an Asset Preservation program (includes asset inventory, asset preservation and funding strategy)</td>
<td>Parks and Recreation</td>
<td>Staff Time</td>
<td>Safety, Infrastructure</td>
</tr>
<tr>
<td>2</td>
<td>Provide recreation facility development on the north side of Interstate 84</td>
<td>Parks and Recreation</td>
<td>Staff Time/costs for acquisition and planning</td>
<td>Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>3</td>
<td>Create a new Parks Master Plan – delineate future park locations throughout the city, locate a soccer complex in east Nampa</td>
<td>Parks and Recreation</td>
<td>Staff Time</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>4</td>
<td>Coordinate pathway system with COMPASS, Canyon County, the cities of Caldwell and Meridian</td>
<td>Parks and Recreation</td>
<td>Staff Time</td>
<td>Infrastructure</td>
</tr>
</tbody>
</table>

Chapter 10 – Schools and School Transportation

10.0 Executive Summary
The purpose of this chapter, as described in the Local Land Use Planning Act, is to allow cities and school districts to better communicate the school district’s future planning needs. The intention is for the school district to partner with cities to identify the locations of future building sites and the implementation of public infrastructure to the site. This chapter specifically discusses current conditions of educational attainment, student enrollment, physical inventory, capacity and the movement of students to better inform decisions regarding future planning.

Chapter Ten Objectives and Strategies

OBJECTIVES AND STRATEGIES FOR FACILITATING SCHOOL SITE DEVELOPMENT

OBJECTIVE 1: Plan well-located schools
STRATEGY 1: Identify areas for future development, which include school sites, the typology of the school that is needed, the general size of the sites needed.
STRATEGY 2: Plan infrastructure that provides for school location and expansion.

OBJECTIVES AND STRATEGIES FOR EXPANDING INSTITUTIONS OF HIGHER LEARNING

OBJECTIVE 2: Meet community needs through education
STRATEGY 1: Convene an annual meeting with City leadership and various institutional leaders to discuss community issues, mutual support opportunities and workforce needs

OBJECTIVE 3: Help keep Nampa graduates in Nampa
STRATEGY 1: Develop strategies to encourage local graduates to live and work in Nampa

OBJECTIVES AND STRATEGIES FOR IMPROVING SCHOOL TRANSPORTATION SAFETY
OBJECTIVE 4: Provide safe pickup and drop off sites.

STRATEGY 1: Coordinate bus stops and changes in school access needs between Public Works and the School Districts.

STRATEGY 2: Develop access to schools using the ‘Safe Routes to School’ program

Chapter Ten Action Items

<table>
<thead>
<tr>
<th>#</th>
<th>Action</th>
<th>Department and Divisions</th>
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<th>Strategic Plan Focus Area(s)</th>
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<tbody>
<tr>
<td>1</td>
<td>Convene an annual meeting with City leadership and various institutional leaders to discuss community issues, mutual support opportunities and workforce needs</td>
<td>Planning and Public Works</td>
<td>Staff Time</td>
<td>Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>2</td>
<td>Develop access to schools using the ‘Safe Routes to School’ program</td>
<td>Planning and Public Works</td>
<td>Staff Time</td>
<td>Safety</td>
</tr>
<tr>
<td>3</td>
<td>Review and modify appropriate City ordinances to ensure that state code is being met requiring an analysis by the school district of pedestrian and bicycle accessibility to the school prior to approval of the construction plans.</td>
<td>Planning</td>
<td>Staff Time</td>
<td>Safety, Infrastructure</td>
</tr>
<tr>
<td>4</td>
<td>Determine if school sites should be reviewed as a conditional use permit.</td>
<td>Planning</td>
<td>Staff Time</td>
<td>Infrastructure</td>
</tr>
</tbody>
</table>

Chapter 11 – Cultural and Historical Sites

11.0 Executive Summary

Nampa contains several historically and architecturally significant buildings, ‘special area’ sites, and cultural resources that combine to provide a foundation for Nampa’s rich heritage and character. Archaeological, ecological, and scenic areas that have been preserved are located within proximity to the Nampa City Limits. The rehabilitation of Nampa’s historic buildings requires public and private investment and support, continued interpretation and a set of specialized standards for implementation.

As the City grows, the community will continue to designate special status to protect these buildings and sites. It is important to preserve elements of the City’s heritage, as envisioned by those who participated in the planning process. Nampa will also continue to support and grow its ethnic and cultural community connections.

This chapter reviews the current inventory of historically and culturally significant buildings, sites and programs. It provides a chronology of the evolution of Nampa’s built and cultural environment. It also reviews the resources and methodologies required to preserve and enhance these assets.

Chapter Eleven Objectives and Strategies

OBJECTIVES AND STRATEGIES FOR IMPROVING HISTORICAL PRESERVATION

OBJECTIVE 1: Update and adopt Historic Preservation Plan

OBJECTIVE 2: Increase incorporation of historic sites into city planning efforts.

STRATEGY 1: Utilize the Idaho State Historical Society’s Certified Local Government program and the City Historic Preservation Commission.

STRATEGY 2: Create GIS data that supports historic preservation planning efforts

OBJECTIVE 3: Develop a Historic Preservation Policy with updated Zoning Codes

STRATEGY 1: Seek to rehab existing structures with review by the Arts and Historical Preservation Commission

STRATEGY 2: Seek to remodel second stories into residential dwelling units in the downtown.

STRATEGY 3: Avoid “demolition by neglect” of historic buildings
STRATEGY 4: Utilize federal historic tax credits and other sources to assist in the preservation of historic buildings.

STRATEGY 5: Incorporate other applicable neighborhood/district preservation plans into the Comprehensive Plan

STRATEGY 6: Develop guidelines for Historic Preservation

STRATEGY 7: Explore methods to incentivize rehabilitation and reuse of historic structures

OBJECTIVE 4: Hold activities and events that celebrate the historic attributes the City.

STRATEGY 1: Establish historic preservation week

STRATEGY 2: Expand interpretive signage in the designated special areas of the historical urban center

OBJECTIVES AND STRATEGIES FOR PRESERVING ECOLOGICAL AND ARCHEOLOGICAL SITES

OBJECTIVE 5: Document and preserve ecological and archeological sites

STRATEGY 1: Work with the Idaho Archaeological Survey (at SHPO) to identify known existing and known potential archaeologically sensitive areas, and encourage development that will not negatively impact these areas

STRATEGY 2: Partner with the Archaeological Society of Idaho to provide public education on archaeology in Nampa.

OBJECTIVES AND STRATEGIES FOR MANAGING GROWTH

OBJECTIVE 6: Emphasize Downtown in Chamber of Commerce, Economic Development and other publications

OBJECTIVES AND STRATEGIES FOR EXPANDING SCENIC BYWAYS

OBJECTIVE 7: Expand the Snake River Scenic Byway to parts of Nampa.

STRATEGY 1: Work with the State of Idaho to establish scenic byway locations in the Nampa area.

OBJECTIVES AND STRATEGIES FOR CELEBRATING CULTURAL FACILITIES, SITES AND RESOURCES

OBJECTIVE 8: Celebrate Nampa’s cultural resources, facilities, and sites through community events, cultural recognition and outreach.

Chapter Eleven Action Items

<table>
<thead>
<tr>
<th>#</th>
<th>Action</th>
<th>Department and Divisions</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Seek to remodel second stories into residential dwelling units in the downtown.</td>
<td>Planning and Zoning, Economic Development</td>
<td>Staff Time</td>
<td>Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>2</td>
<td>Avoid “demolition by neglect” of historic buildings</td>
<td>Planning and Zoning</td>
<td>Staff Time</td>
<td>Infrastructure</td>
</tr>
<tr>
<td>3</td>
<td>Incorporate other applicable neighborhood/district preservation plans into the Comprehensive Plan</td>
<td>Planning and Zoning</td>
<td>Staff Time</td>
<td>Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>4</td>
<td>STRATEGY 1: Work with the State of Idaho to establish scenic byway locations in the Nampa area.</td>
<td>Transportation Planning and Zoning</td>
<td>Staff Time</td>
<td>Economic Opportunity</td>
</tr>
</tbody>
</table>

Chapter 12 – Natural Resources

12.0 Executive Summary
Natural resources of the Canyon County region are valuable assets to its citizens, state and country. High quality air, water, soils and wildlife resources support diverse and often competing interests and uses. This Natural Resources Chapter evaluates issues and opportunities related to natural and agricultural resources, and presents goals, objectives, strategies and implementation recommendations to guide the City in promoting effective resource management. Its purpose and intent are to establish criteria aimed at achieving a balance between development interests, recreational uses, agricultural uses and conservation of natural resources. The objective is to preserve this balance for future generations.
Chapter Twelve Objectives and Strategies

OBJECTIVES AND STRATEGIES FOR CONSERVING NATURAL RESOURCES

OBJECTIVE 1: Inventory current systems and natural resource assets
  STRATEGY 1: Conduct a natural resource audit that includes locations, descriptions and qualitative assessments of various resources.

OBJECTIVE 2: Conserve resources held by the public
  STRATEGY 1: Conserve open space resources and critical environmental areas.
  STRATEGY 2: Develop a resource management plan for public lands and as a reference for private landowners.

OBJECTIVE 3: Protect waterways and wildlife resources
  STRATEGY 1: Develop appropriate buffers and mitigations to conserve local and regional natural ecosystems including Indian Creek, Lake Lowell and Deer Flat National Wildlife Refuge.

OBJECTIVE 4: Provide access to open space and natural resource areas

OBJECTIVES AND STRATEGIES PROTECTING WATER RESOURCES

OBJECTIVE 5: Protect water quality and quantity
  STRATEGY 1: Develop guidelines and mitigations for adverse impacts to water resources, wetlands and Lake Lowell.
  STRATEGY 2: Avoid new development in flood-prone areas.

OBJECTIVES AND STRATEGIES FOR REDUCING NUISANCES

OBJECTIVE 6: Reduce odor nuisances
  STRATEGY 1: Require area businesses to reduce offensive odors.

OBJECTIVES AND STRATEGIES FOR IMPROVING FARMING PRACTICES

OBJECTIVE 7: Emphasize farming practices that reduce negative impacts to the area’s Natural Resources in codes and planning documents.

OBJECTIVES AND STRATEGIES FOR MITIGATING DEVELOPMENT IMPACTS

OBJECTIVE 8: Prevent development in environmentally sensitive areas

OBJECTIVE 9: Identify and mitigate environmental impacts attributable to new development, where necessary.

OBJECTIVES AND STRATEGIES FOR UTILIZING ALTERNATIVE ENERGY

OBJECTIVE 10: Explore the use of solar, wind and other alternate energy to reduce energy consumption.

OBJECTIVES AND STRATEGIES FOR PRESERVING AGRICULTURAL AREAS

OBJECTIVE 11: Preserve agricultural soils and areas of contiguous agricultural activity.
  STRATEGY 1: Partner with Canyon County and the City of Caldwell to develop strategies for implementation in agricultural lands.

Chapter Twelve Action Items

<table>
<thead>
<tr>
<th>#</th>
<th>Action</th>
<th>Department and Divisions</th>
<th>Impacts</th>
<th>Strategic Plan Focus Area(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Conduct a natural resource audit that includes locations, descriptions and qualitative assessments of various resources.</td>
<td>Planning and Zoning</td>
<td>Staff Time</td>
<td>Infrastructure</td>
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<tr>
<td>2</td>
<td>Conserve open space resources and critical environmental areas.</td>
<td>Planning and Zoning</td>
<td>Staff Time</td>
<td>Infrastructure</td>
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<tr>
<td>3</td>
<td>Develop appropriate buffers and mitigations to conserve local and regional natural ecosystems including Indian Creek, Lake Lowell and Deer Flat National Wildlife Refuge</td>
<td>Planning and Zoning</td>
<td>Staff Time</td>
<td>Safety, Infrastructure</td>
</tr>
</tbody>
</table>
Chapter 13 – Hazardous Areas

OBJECTIVES AND STRATEGIES FOR INCREASING COMMUNITY SAFETY

OBJECTIVE 1: Strive to provide a safe community for residents and visitors

STRATEGY 1: Inform citizens about hazardous areas and activities in the City.

STRATEGY 2: Identify and take appropriate steps to mitigate impacts of hazards.

STRATEGY 3: Prevent or limit development activity in known hazardous areas.

STRATEGY 4: Work with Union Pacific Railroad to reduce hazards at railroad crossings

STRATEGY 5: Install Automated External Defibrillators (AED’s) in public buildings

OBJECTIVES AND STRATEGIES FOR SAFETY IN THE AIRPORT AREA

OBJECTIVE 2: Reduce hazardous impacts to users of the Nampa Airport

STRATEGY 1: Implement the adopted Airport Master Plan

STRATEGY 2: Develop a Specific Area Plan for the Airport surrounds with criteria for appropriate development

OBJECTIVES AND STRATEGIES FOR MANAGING GROWTH IMPACTS

OBJECTIVE 3: Provide updated recycling options in public buildings

OBJECTIVES AND STRATEGIES FOR IMPROVING AIR QUALITY

OBJECTIVE 4: Reduce impacts of bad air quality days

STRATEGY 1: Encourage utilization of commuting options

STRATEGY 2: Monitor emissions for existing and new industrial development

OBJECTIVES AND STRATEGIES FOR MITIGATING WATER HAZARDS AND CONCERNS

OBJECTIVE 5: Promote creek, irrigation canals, drains, and ditch safety

STRATEGY 1: Work with irrigation districts to reduce hazardous conditions near canals and ditches

OBJECTIVE 6: Protect groundwater quality

STRATEGY 1: Adopt mitigation measures to control pollutants from entering the City’s water resources

OBJECTIVE 7: Reduce hazardous materials manufacturing or storage within the 100-year floodplain/floodway

STRATEGY 1: Plan the 100-year floodplain and floodways as open space or parkland where feasible

OBJECTIVES AND STRATEGIES FOR MITIGATING GEOLOGIC AND SEISMIC HAZARDS

OBJECTIVE 8: Ensure public is informed of potential impacts of seismic hazards

OBJECTIVES AND STRATEGIES FOR IMPROVING EVACUATION ACTIVITIES

OBJECTIVE 9: Ensure the City of Nampa has a formal, adopted evacuation plan for potential natural and man-made disasters.
STRATEGY 1: Work with Canyon County and other appropriate agencies to establish a City Evacuation Plan

STRATEGY 2: Train staff in the Incident Command System and First Aid

STRATEGY 3: Promote community-wide self-reliance in anticipation of natural and man-made disasters

Chapter Thirteen Action Items

<table>
<thead>
<tr>
<th>#</th>
<th>Action</th>
<th>Department and Divisions</th>
<th>Impacts</th>
<th>Strategic Plan Focus Area(s)</th>
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<tr>
<td>1</td>
<td>Work with Union Pacific Railroad to reduce hazards at railroad crossings</td>
<td>Public Works</td>
<td>Staff Time</td>
<td>Safety, Infrastructure</td>
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<tr>
<td>2</td>
<td>Install Automated External Defibrillators (AED’s) in public buildings</td>
<td>Public Works</td>
<td>Staff Time</td>
<td>Safety</td>
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<td>3</td>
<td>Develop a Specific Area Plan for the Airport surrounds with criteria for appropriate development</td>
<td>Airport, Planning and Zoning</td>
<td>Staff Time</td>
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<td>4</td>
<td>Work with irrigation districts to reduce hazardous conditions near canals and ditches</td>
<td>Public Works</td>
<td>Staff Time</td>
<td>Safety</td>
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<tr>
<td>5</td>
<td>Train staff in the Incident Command System and First Aid</td>
<td>All Departments</td>
<td>Staff Time</td>
<td>Safety</td>
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Chapter 14 – Public Airport Facilities

14.0 Executive Summary
The Nampa Municipal Airport (MAN) is owned and operated by the City of Nampa and is a key aviation resource to the Treasure Valley. The airport provides safe transportation alternatives, contributes to the economy of the community, region and state. It must be considered by the Nampa Planning and Zoning commissions in decision-making and planning. The Airport Superintendent (Airport Manager per FAA terms) must be notified whenever the Nampa Planning and Zoning Commission or City Council considers adoption, modification, amendment, and/or repeal of the Comprehensive Plan; or issuance of a special use or conditional use permit, transfer of development rights, or a variance that could create an aviation hazard. A master plan was completed in 2019 which provides an outline of goals and objectives, an airport inventory, forecasts aviation activity trends, demand/capacity analysis, facility requirements and development alternatives.

Chapter Fourteen Objectives and Strategies

OBJECTIVES AND STRATEGIES TO AVOID AN AVIATION HAZARD

OBJECTIVE 1: Ensure that land uses surrounding the airport do not create an ‘Aviation Hazard’

- STRATEGY 1: Implement the recommendations of the Airport Master Plan

OBJECTIVES AND STRATEGIES FOR COMPATABLE AIRPORT LAND USE

OBJECTIVE 2: Plan land uses that are compatible with the Airport

- STRATEGY 1: Adhere to guidelines provided in the Airport Master Plans for land use compatibility

- STRATEGY 2: Notify all political subdivisions providing services within Canyon County of intent to adopt or revise the comprehensive and other land use plans that may impact the airport and surrounds.

- STRATEGY 3: Require avigation easement and/or disclosure notification for new or substantial redevelopment of lots, buildings, structures and activities near the airport.

- STRATEGY 4: Zone for commercial and industrial uses in the proximity of the airport.

- STRATEGY 5: Prohibit uses in airport areas which attract birds, create visual hazards, and emit transmissions which may interfere with aviation communications, or otherwise obstruct or conflict with airport operations.

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OBJECTIVES AND STRATEGIES FOR APPROPRIATE AIRPORT GROUNDS DEVELOPMENT

OBJECTIVE 3: Encourage and manage high quality residential, commercial and industrial development

STRATEGY 1: Encourage development where public utilities are available

STRATEGY 2: Coordinate with Canyon County and adjacent communities for future development and regional growth

Chapter Fourteen Action Items

<table>
<thead>
<tr>
<th>#</th>
<th>Action</th>
<th>Department and Divisions</th>
<th>Impacts</th>
<th>Strategic Plan Focus Area(s)</th>
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<td>1</td>
<td>Implement the recommendations of the Airport Master Plan</td>
<td>Airport, Engineering, Planning and Zoning</td>
<td>Staff Time</td>
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<td>2</td>
<td>Adhere to guidelines provided in the Airport Master Plans for land use compatibility</td>
<td>Planning and Zoning</td>
<td>Development Patterns, Staff Time</td>
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<td>3</td>
<td>Coordinate with Canyon County and adjacent communities for future development and regional growth</td>
<td>Airport, Planning and Zoning</td>
<td>Staff Time</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
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Chapter 15 – Specific Area Plans; Overlays; Guidelines and Standards; and Assessments

15.0 Executive Summary
Throughout the Comprehensive Planning process, it became evident that specific areas, including geospatial, geographic, socioeconomic and other subject matters of interest, required additional planning and/or a concentrated assessment. These areas are described below. Coupled with this, the introduction of additional planning tools in the 2040 Comprehensive Plan requires the creation of standards to guide decision-making and administration. The intent is to create standards that can be changed from time to time without having to expose the Comprehensive Plan, which is the overarching guidance tool that is adopted by ordinance, to excessive review. These standards should be developed through a coordinated effort that includes City leaders, City Staff and the development community.

15.1 Specific Area Plans and Overlays
Karcher Mall/Treasure Valley Marketplace
Lake Lowell / Deer Flat Area
Caldwell Blvd.
Airport District
Southwest Nampa
Southeast Nampa
Highway 20/26 Corridor/North Nampa
Highway 16 Corridor
S Midland Blvd
Hwy 45 realignment
Mobile Home Park Study
15.2 Guidelines and Standards
Nampa Gateways.
Mixed Use Development
Limited Commercial Development in Medium- and High-Density Residential Zones
Density-based Residential Development

15.3 – Utility and Resource Assessments
Transmission Line Corridor needs assessment
Natural Resources Assessment
Aquifer Recharge Assessment

Hand Out – Summary of Significant Changes or Additions

Summary of Significant Changes or Additions

Chapter 1 – Property Rights
Add: OBJECTIVE 1, STRATEGY 1: Conduct an annual review of all applicable land use rulings.

Chapter 2 – Population and Growth
This chapter was updated with current statistics and the following:

Change: Section 2.2.1 Using COMPASS, ID data for demographic forecasts: This forecast changes every few months. The plan shows the forecast from August 19, 2019:

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<th>2017</th>
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<th>2019</th>
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<td>City of Nampa</td>
<td>89,576</td>
<td>101,800</td>
<td>105,158</td>
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<tr>
<td>% change</td>
<td>-</td>
<td>13.6%</td>
<td>3.3%</td>
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<tr>
<td>Canyon County</td>
<td>188,923</td>
<td>217,190</td>
<td>224,540</td>
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<tr>
<td>% change</td>
<td>-</td>
<td>15%</td>
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<table>
<thead>
<tr>
<th>Year</th>
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<th>2025</th>
<th>2030</th>
<th>2035</th>
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<tr>
<td>Population</td>
<td>101,800</td>
<td>120,679</td>
<td>131,406</td>
<td>141,600</td>
<td>150,574</td>
</tr>
<tr>
<td>Population % change</td>
<td>0.00%</td>
<td>18.5%</td>
<td>8.9%</td>
<td>7.2%</td>
<td>5.9%</td>
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</table>

Add: Based upon conversations, during the Comprehensive Plan update process, it was expressed that the reason families seem to continue to move to Nampa is a family friendly atmosphere, schools, recreation, relatively inexpensive housing and employment opportunities.
Add: OBJECTIVE 1, STRATEGY 1: Review 2020 U.S. Census data and COMPASS Communities in Motion model forecast to plan and identify future growth patterns.

Add: Action Item #3 - Meet annually with Canyon County and adjacent communities about future development and regional growth.

**Chapter 3 – Housing**

This chapter was updated with current statistics and the following:

Add: The Housing Opportunity Index (HOI) is a measure of affordability for a given area and is defined as the share of homes sold in that area that would have been affordable to a family earning the local median income, based on standard mortgage underwriting criteria. In 2010, the HOI in the Boise Metro Area was 72.4%. In 2018, the HOI was 48.4%.

Add: 3.1 Market and Community Factors: Several statements regarding growth management in the housing market are made in this section. Emphasis on infill, reducing drive time to services, use of Smart Growth principles, utilizing existing services, conservation of open space, the use of Master Planned or Planned Unit Development communities with affordable housing elements, the introduction of the use of density rather than lot size for residential development, changes to the zoning codes that support these types of residential development, and working with the development community and City leaders to introduce new innovations and products in residential development.

Add: 3.11.4 Options to Improve Housing Affordability: This section offers suggestions about affordable housing – including: transition to density-based zoning, the allowance of ‘tiny homes’, an opportunity for a second detached home on one parcel in the RS zone that is fully functional as a residence, reduced fees for infill projects that contain a certain percentage of affordable homes, working with the county to reduce property taxes for low-income residents, Master Planned and PUD communities, reduced fees for non-profit org’s to build housing for low-income residents.

Add: 3.13.3 Master Planned Communities: This section describes a Master Planned Community.

Add: Objective 1, STRATEGY 1: Define “Affordable Housing” in the zoning Code.

Add: Objective 1, STRATEGY 2: Add/define “Master Planned Community” in the zoning code.

Add: Objective 1, STRATEGY 3: Develop design standards and guidelines in collaboration with the Building Community for “Master Planned Communities”.

Add: Objective 4, STRATEGY 2: Utilize a density model in lieu of a lot size model for subdivision development.

**Chapter 4 – Economic Development**

This Chapter was updated by the Economic Development Department and Planning and Zoning Department and includes the following changes:
Change: 4.1.3 Industry Snapshot: The fastest growing sectors in local employment are Health Care, Social Assistance and Retail.

Change 4.1.4 Workforce: The unemployment rate is 3.4% (seasonally adjusted). The unemployment rate at the adoption of the 2035 plan was about 9%.

Add: 4.1.7 Wage Trends: Average annual wages increased 2.7% over the preceding 4 quarters

Add: 4.1.8 Industry Clusters: The industry cluster with the highest relative concentration is Food Manufacturing. That sector is projected to expand 1.1% year over year for the next 10 years.

Add: 4.1.9 I-84 Congestion Analysis and Congestion Mitigation Strategies
Nampa experiences a daily commute out of and into Nampa. The number of residents who commute out of Nampa for work is 27,836. 24,905 workers come into Nampa to work, and 9,381 residents stay in Nampa.

Add: 4.3.3.1(e) Idaho Center Expansion Goals – box seating, additional concessions, additional RV Parking, development of commercial land use for after-event venues

Add: 4.4.1 Target Industries
Advanced manufacturing, including:
• Microelectronics and semiconductor
• Food processing and agribusiness
• Transportation, logistics and distribution

Professional services, including:
• Shared services
• Technical support and customer care
• Finance, insurance, and health care

As stated earlier, workforce development will continue to play a crucial role in Nampa’s Economic Development Strategy.

Add: 4.5 Cost of Living Index
Nampa has a Cost of Living index of 92.3 – meaning that the cost of living 7.7% lower than the national average.

Add: OBJECTIVE 7, STRATEGY 1: Invest in and implement the Nampa Main Street program.

Chapter 5 – Land Use
This Chapter was significantly updated and changed with the following information:

Change: Exhibit 5-1: Land Use Setting designations: Land use settings were simplified in the 2040 Comprehensive Plan:

Commercial land use settings that were divided into Commercial, Freeway Commercial and Neighborhood Commercial have been designated Commercial. There was very little use of the Freeway and Neighborhood Commercial Land use settings. The Commercial designation will allow for zoning combinations that are compatible.

Industrial land use settings that were divided into Light Industrial and Heavy Industrial are designated Industrial. This allows the zoning map to be changed as needed within the
Industrial designation. It will also require a review of the land uses permitted in the industrial zones.

Business Park, Industrial Park and Employment Center land use settings are now designated Community Mixed-Use. There was very little use of these land use settings. The Community Mixed-Use designation allows for more flexibility and options for zoning combinations that are compatible.

Add: 5.3.3: Limited Agricultural opportunities within Higher Density Development: This section is new, suggesting that with denser development, opportunities for local community gardens or very limited agricultural operations should be continued or added near residential development.

Change: Section 5.4 Residential Development:
5.4.1.1 Clarifying ‘Density’ in the Comprehensive Plan
The 2040 Comprehensive Plan Update uses ‘gross density’ instead of ‘net density’ allowances for each of the residential land use settings. These gross density allowances are expressed in ‘dwelling units/acre’ and account for the following:
- Residential Lots
- Right(s)-of-Way
- Landscape Buffers
- Internal Roads
- Easements
- Common Open Space Areas
The changed slightly the density allowances in each residential land use setting.

5.4.1.2 Use of Density vs. Lot Size in Residential Zoning
The 2040 Comprehensive Plan Update recommends that the City change the Nampa Zoning Code’s residential zoning districts that are based on lot size to conform with the Comprehensive Plan’s land use settings that are based on density. There are several reasons for this change:
- There was a lack of consistency in area calculations between the Comprehensive Plan’s density allowances and the Nampa Zoning Code’s use of lot sizes.
- There was a lack of clarity about what has been included in the density calculation in the Comprehensive Plan.
- There has been considerable input from the development community about changing to a density-based zoning for residential development to allow for more flexibility and creativity.
- Density allowances provide the City opportunities to preserve land for open space, agricultural use, and/or recreation in ‘Common Open Space Areas’.

Each of the new ‘density-based’ zones would consider the ‘intent’ of the current zoning code’s lot size allowances to create consistency with adjacent properties.

5.4.1.3 Common Open Space Areas
Common Open Space Areas were loosely defined in the 2035 Plan. The 2040 Plan includes additional definitions of open space property within the proposed development that would be set aside or improved for various purposes:
- Recreation
- Parkland
- Vista Preservation
- Buffering
The 2040 Plan states that common areas would be owned and maintained by an HOA that is established within the development. The design and site selection of these areas would be negotiated with the City and codified through the subdivision plat and development agreement. The approximate percentage of open space area to be designated as Common Open Space Area would be approximately 15% of the development land area. It could be slightly more or less than 15% depending on the negotiations between the City and developer.

5.4.1.4 Allowance for Limited Commercial Development in Medium- and High-Density Residential

Another new addition to the 2040 Comprehensive Plan is a provision for some very limited mixed-use neighborhood-scale commercial development within ‘Medium- and High-Density’ Residential Land Use Settings. These developments could include a local corner neighborhood grocery/convenience store, a very small medical or dental office facility, or other small-scale commercial development with the following limitations:

- Commercial structures would be in proximity to and buffered with landscaping from residences.
- Commercial buildings would be located on arterial and collector street corners (or near the corner but outside the taper of a roundabout).
- Each commercial building would not be allowed to exceed 5,000 square feet.
- No more than 3 commercial buildings per ¼ section (160 acres) would be allowed.
- The type of commercial use would be limited by the zoning code to operations that are compatible with a residential land use setting (i.e. no ‘box’ stores, tobacco, liquor, tattoo, self-storage, etc.)

The intent is to enable residents to obtain necessary goods and services without having to drive a long distance, and if possible, walk or bike. The scale, architecture, landscaping, signage, parking and operating/delivery hours will match or complement the residential structures and uses in the neighborhood in which they are located, and not create a nuisance.

**Change: 5.6.3 Mixed-Use Setting:** This changed in the 2040 Comprehensive Plan. Mixed-use was loosely defined. This change allows for flexibility mixed with compatibility. Mixed-Use development includes a variety of project types:

**Residential Mixed Use:** Residential, Live/Work Units, Multi-Plex, Multi-Plex in a Village Setting, Street-level Commercial and loft residential, artist studios, alleyway nooks, etc.

**Community Mixed Use:** Limited Light Industrial, Industrial Parks, Business Parks, Commercial, High Density Residential, Planned-Unit Developments, Master Planned Communities, etc.
Add: 5.11.3 Master Planned Communities, Planned Unit Developments (PUDs) and Cluster Development: This section is a new add in the 2040 Plan. It describes some of the elements desired in these types of developments. It suggests that Smart Growth principles that have been tried and found successful should be utilized. Guidelines and standards that are developed in coordination with City Leaders, City Staff and the Development Community would be produced to implement the City’s Community Design vision. The intent of this type of development is to reduce street traffic, provide services where the residents are and create streetscapes that will make the development livable, enjoyable, retain property values and reduce the impact to the community and environment.

Add: 5.15 Smart Growth: This is a new section in the 2040 Plan. It describes Smart Growth Principles that the City desires to see in new residential development.

Add: OBJECTIVE 5: STRATEGY 1: Collaborate with the development community to produce standards and guidelines for commercial, Master Planned Communities, Planned Unit Developments that is less land-intensive, utilizes ‘Smart-Growth’ principles, preserves open space and builds the Nampa brand. Bring this strategy forward for public discussion and adoption by the Planning and Zoning Commission and City Council.

Add: OBJECTIVE 7: STRATEGY 2: Develop Smart Growth standards and guidelines for Nampa Gateways; Mixed-Use Development; Subdivisions; Master Plan Communities; Transit Oriented Development; Density-based Residential Development; Common Open Space Areas

Chapter 6 – Transportation

This Chapter was updated by the Public Works Department and Planning and Zoning. It also includes the following:

Add: 6.0.1 Future Outlook – The commute time between Caldwell and Boise is expected to double by 2040.

Add: 6.2.3 Impact Fee Program: This is new for the 2040 plan, based on recent implementation of the program.

Add: 6.4.7 State Highway 16 (SH-16): This is new addition to the 2040 Plan. It discusses the planning and design effort underway for Highway 16, and the alignment to the south that Nampa desires to include in the development.

Change: 6.9.1 Bicycle Pedestrian Master Plan – This plan is slated for adoption on November 4.

Change: 6.16.1 Nampa Transportation Master Plan – This plan is slated for adoption on November 4. The Comprehensive Plan references this updated document.

Change: 6.16.4 Airport Master Plan – The Comprehensive Plan references the current plan with the caveat that it will be updated in the near future.

Add: OBJECTIVE 1, STRATEGY 1: Prioritize projects that have the greatest impact to traffic congestion mitigation and Highway 16 connection to I-84.
Add: OBJECTIVE 2, STRATEGY 1: Improve transportation infrastructure in new and redevelopment projects in accordance with the provisions of Chapter 5 ‘Land Use’.

Add: OBJECTIVE 3, STRATEGY 1: Build a Traffic and Emergency Operations Center (TEAM), utilizing technology to improve congestion management and citizen safety.

Add: OBJECTIVE 5, STRATEGY 1: Prioritize pathways that are dis-connected.

Add: OBJECTIVE 11, STRATEGY 1: Define standards for Transit-Oriented Development in collaboration with the development community and City Leaders

CHAPTER 7 – Public Services, Facilities, Utilities and National Interest Electrical Transmission Lines

This chapter was updated with current statistics and the following:

Add: 7.2.8.3 Development Impact Fee Program: This is a new discussion about the impact fee program.

Change: 7.3.1 Public Safety – Police: This section was revised by the Nampa Police Department. It contains a comprehensive view of the department and the programs that they operate and support.

Add: 7.3.1.3 COMPSTAT: This has been a successful program for the Police Department. The system allows staff to use real-time data to allocate resources where they are most needed. The results of this program have demonstrated a notable drop in criminal activity.

Change: 7.3.2 Public Safety – Fire Protection: This section was revised by the Nampa Fire Department to include a map of Existing and Proposed Fire Stations, and the services that they provide. Emphasis was placed on section 7.3.2.4 Fire Response. The attainment of the performance standards listed in this section are an indicator of appropriate staffing levels in order to maintain delivery of fire department services.

Add: 7.7 Library: The Library is a member of the LYNX consortium. It provides accessibility to borrow books from other libraries across Treasure Valley.

Add: 7.8.2 - St Luke’s Medical Center: St. Luke’s built their new Nampa facility on Midland Blvd. after the 2035 Plan was adopted. This section describes the facility and services provided.

Add: 7.9.2.3 Wastewater Treatment Plant Facility Plan: This is a new plan that is described in the 2040 Comp Plan.

Add: OBJECTIVE 11, STRATEGY 1: Develop a ‘Special Use’ Permit with a long-term sunset date for Utilities that desire to purchase and hold land until a facility can be constructed.

CHAPTER 8 – Community Design

Change: 8.2 Residential and Multi-family Residential Design Issues: This section was revised to be useful as a guide for residential and commercial development. It can be a starting point of the
development of guidelines and standards for Master Plan Community, PUD and Mixed-Use development.

Add: 8.5 Storage Units: This new section discusses the storage unit industry in Nampa and outlines desired design outcomes in new storage unit development.

Add: 8.7 Landscaping: This is a new section that details the type of landscaping that is appropriate in this area and how it should be used in future development. It discusses the Tree City USA program, the landscape ordinance, and urban Forestry.

Change: Section 8:12 Development Patterns: This is a revised section that delineates the design elements necessary for livable residential design, community layout, gathering places and Downtown.

Add: 8.19 Dark Skies: This section was revised to discuss the impact of nighttime light on airports, humans and wildlife.

Add: OBJECTIVE 1, STRATEGY 1: Develop a reference guide for residential development indicating desired architecture, landscaping, streetscape and other neighborhood elements.

Add: OBJECTIVE 1, STRATEGY 2: Develop standards and guidelines for Master Planned Communities, Planned Unit Developments and commercial development.

Add: OBJECTIVE 2, STRATEGY 3: Implement the Downtown Streetscape plan

Add: OBJECTIVE 2, STRATEGY 1: Adopt a tree protection ordinance that protects, saves and maintains in healthy condition existing street trees and mitigates or prevents tree removal of heritage trees, or trees of stature and significance to the community.

Add: OBJECTIVE 6, STRATEGY 3: Adopt a Dark Skies ordinance

Add: OBJECTIVE 8, STRATEGY 1: Establish design standards for gateways

**Chapter 9 – Parks and Recreation**

Chapter 9 was revised and edited by the Parks and Recreation and Planning and Zoning Departments in several areas. The following are highlights from those revisions.

Add: 9.1 Why Nampa Needs Parks and Recreation: This is a new section of the Comprehensive Plan that discusses the physiological, psychological, social and economic benefits of parks and open space.

Add: 9.7.1 Park Planning and Development: This is a new section in the 2040 Comprehensive Plan. It describes the current process in planning and developing parkland and suggests that a position be created to manage and implement this process.

Change: 9.7.2 Park Facility Maintenance Overview: This section was revised with new performance measures for park maintenance.
Add: 9.7.3 New Parks Master Plan: This is a new section in the 2040 Plan. The current Parks Master Plan was completed in 2001. The City has changed dramatically since that time. This section outlines the elements and policies that a new Parks Master Plan should contain.

Change: 9.7.4 Bicycle and Pedestrian Master Plan: This plan is slated to be updated Nov 4. This section discusses the goals and objectives of the plan.

Add: OBJECTIVE 1, STRATEGY 3: Create an Asset Preservation program (includes asset inventory, asset preservation and funding strategy

Add: OBJECTIVE 2, STRATEGY 6: Provide recreation facility development on the north side of Interstate 84.

Add: OBJECTIVE 2, STRATEGY 7: Create a new Parks Master Plan – delineate future park locations throughout the city, locate a soccer complex in east Nampa

Chapter 10 – Schools and School Transportation
This chapter was updated with current statistics. The only addition was in the strategies:

Add: OBJECTIVE 2, STRATEGY 1: Convene an annual meeting with City leadership and various institutional

Chapter 11 – Cultural and Historical Sites
This chapter was updated with current statistics and the following:

Add: 11.1 Arts and Historical Preservation Commission: The section discusses the role and importance of this commission.

Add: 11.3.4 Snake River Canyon Scenic Byway: This section expands the discussion of the byway and its importance to the region

Add 11.5 Historical City Neighborhoods/Districts: The section describes historical districts and neighborhoods and suggests that Nampa seek to incorporate District Preservation Plans as they develop into the Comprehensive Plan.

Add: Exhibit 11-3: Kit Homes of the Early 20th Century: This is a new segment of the plan that discusses the history of kit homes. Several of these homes were built in Nampa and were surprisingly high quality.

Add: OBJECTIVE 3, STRATEGY 2: Seek to remodel second stories into residential dwelling units in the downtown.

Add: OBJECTIVE 3, STRATEGY 5: Incorporate other applicable neighborhood/district preservation plans

Add: OBJECTIVE 7, STRATEGY 1: Work with the State of Idaho to establish scenic byway locations in the Nampa area.
Chapter 12 – Natural Resources

This chapter was updated with current statistics and the following:

**Change: 12.3.1 Surface Water:** This is a revised discussion of the surface water system in Nampa.

**Add: 12.4 Groundwater:** This is a new section that discusses the aquifer system under Nampa and provides suggestions about preserving the aquifer and practices that contribute to aquifer recharge.

**Add: 12.8.1 Bird and Wildlife Refuge Areas/Pacific Flyway:** This new section discusses the importance of the Nampa Area in the Pacific Flyway. It suggests that the impacts of new development on natural resources, including the flyway, should be evaluated at the time of application.

**Change: 12.8.5 Issues of Environmental Importance to the City of Nampa:** This section discusses the need for mutual cooperation in the conservation of natural resources and endangered species.

**Add: OBJECTIVE 1, STRATEGY 1:** Conduct a natural resource audit that includes locations, descriptions and qualitative assessments of various resources.

**Add: OBJECTIVE 3, STRATEGY 1:** Develop appropriate buffers and mitigations to conserve local and regional natural ecosystems including Indian Creek, Lake Lowell and Deer Flat National Wildlife Refuge.

**Add: OBJECTIVE 5, STRATEGY 1:** Develop guidelines and mitigations for adverse impacts to water resources, wetlands and Lake Lowell.

**Add: OBJECTIVE 11, STRATEGY 1:** Partner with Canyon County and the City of Caldwell to develop strategies for implementation in agricultural lands.

Chapter 13 – Hazardous Areas

This chapter was updated with current statistics and the following:

**Add: Exhibit 13-2 – Floodplain schematic:** This was added to show a cross section of the floodway for reference purposes.

**Add: 13.4 Earthquakes/Seismic Activity:** There is extensive information about earthquakes and earthquake preparedness in this section.

**Add 13.17.5 Railroad Crossings:** This section discusses the hazards around railroad crossings and suggests working with the Federal Rail Association to improve rail crossing safety.

**Add: 13.21 Waste Remediation Facility Mapper:** This is a new addition to the 2040 Comprehensive Plan. This is a map generated by the ID Department of Environmental Quality that shows all the remediation sites in Nampa. The site referenced is interactive and gives details of the actions being undertaken.

**Add: OBJECTIVE 1, STRATEGY 4:** Work with Fed to reduce hazards at railroad crossings

**Add: OBJECTIVE 1, STRATEGY 5:** Install Automated External Defibrillators (AED’s) in public buildings
Add: OBJECTIVE 9: STRATEGY 2: Train staff in the Incident Command System and First Aid

Chapter 14 – Public Airport Facilities

This is a new Chapter in the 2040 Comprehensive Plan per Idaho State Law requirements. Highlights are listed below.

Sections 14.1 – 14.5 summarizes Nampa Airport history, governance and inclusion in the National Plan of Integrated Airport Systems. Nampa Airport is listed as a General Aviation Airport and eligible for federal funding under the Airport Improvement Program.

Section 14.6 covers airspace. The airport is in Class E Airspace with a ceiling of 700’ above the tarmac surface. Airspace is controlled around the airport.

Section 14.7 discusses the land uses around the airport that are restricted in height and use. Other hazards include:
- radio interference
- solar panels
- wildlife attractors
- high congregations of people
- cell phone towers

Section 14.8 discusses briefly the Airport Master Plan Update.

Section 14.9 discusses development in the vicinity of the airport.

Strategies that are new and significant include:

OBJECTIVE 2, STRATEGY 1: Adhere to guidelines provided in the Airport Master Plans for land use compatibility

OBJECTIVE 3, STRATEGY 2: Coordinate with Canyon County and adjacent communities for future development and regional growth

Chapter 15 – Specific Area Plans and Standards

This is a new Chapter added to list the specific Plan Areas, Standards, Guidelines and Utility & Resource Assessments. These are future projects over the next 5 years and beyond.

15.1 Specific Area Plans and Overlays
15.1.1 Karcher Mall/Treasure Valley Marketplace
15.1.2 Lake Lowell / Deer Flat Area
15.1.3 Caldwell Blvd.
15.1.4 Airport District.
15.1.5 Southwest Nampa
15.1.6 Southeast Nampa
15.1.7 Highway 20/26 Corridor/North Nampa
15.1.8 Highway 16 Corridor
15.1.9 S Midland Blvd.
15.1.10 Hwy 45 realignment
15.1.11 Mobile Home Park Study

15.2 Guidelines and Standards
15.2.1 Nampa Gateways
15.2.2 Mixed Use Development
15.2.3 Limited Commercial Development in Medium- and High-Density Residential Zones
15.2.4 Density-based Residential Development

15.3 – Utility and Resource Assessments
15.3.1 Transmission Line Corridor needs assessment
15.3.2 Natural Resources Assessment
15.3.3 Aquifer Recharge Assessment
The meeting adjourned at 5:33 PM

Passed this 4th day of November 2019.

____________________________________
MAYOR

ATTEST:

____________________________________
NAMPA CITY CLERK