



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:

Year	2017	2018	2019
City of Nampa	89,576	101,800	105,158
% change	-	13.6%	3.3%
Canyon County	188,923	217,190	224,540
% change	-	15%	3.4%

Year	2018	2025	2030	2035	2040
Population	101,800	120,679	131,406	141,600	150,574
Population % change	0.00%	18.5%	8.9%	7.2%	5.9%

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
- Agricultural Land Preservation
- Native Habitat
- Wetlands Preservation
- Trail Systems
- Other Conservation Uses

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 types 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