



Summary of Significant Changes or Additions



(Compilation of significant changes from the 2035 Comprehensive Plan for the Final 2040 Comprehensive Plan Draft that was presented to the Planning and Zoning Commission on December 10, 2019 and City Council on January 21, 2020)

Note: The Goals, Objectives, Strategies and Action Items for each chapter are based on the 2035 Comprehensive Plan. They were significantly revised throughout the entire review process by the Committee, Staff and the Public. They were reformatted and edited to support implementation of the 2040 Comprehensive Plan. Many from the 2035 plan were duplicative, while others had been completed or were out of date. The Goals, Objectives, Strategies and Action Items can be found at the end of each chapter.

Chapter 1 – Property Rights

Add (included in review draft): 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 data and the following:

Change (included in review draft): Section 2.2.1: COMPASS uses the housing unit method model to update population estimates at the city and county level. This method is based on the premise that changes in the number of occupied housing units reflect changes in population. It is broken into three distinct parts: housing unit estimation, household population estimation, and city assignment. To arrive at a housing unit estimate, COMPASS adds the number of new residential permits—using data provided by local cities and counties—to the latest decennial census counts. It then incorporates occupancy rate information from Idaho Power to arrive at a household (i.e., occupied housing units) population estimate. Group quarters, or places where people live or stay in a group living arrangement such as dormitories or prisons, are kept static from decennial counts. These population estimates are assigned to cities based on the most current city limit boundaries. The calculation COMPASS uses to build population estimates is as follows: $Population = [(h + r) * s * o] + q$, where;

- h = decennial census households
- r = new residential units permitted
- s = household size
- o = residential occupancy rate
- q = group quarters population

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, safe neighborhoods and employment opportunities. **The City should consider the impact on these community characteristics in new development applications.**

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: 3.0 Executive Summary: 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 market factors and suggestions for growth management in the housing market are made in this section.

Land: discusses the need for more mixed-use residential, current development patterns that create long drive distances to services and suggests developing infill.

Demand: discusses the role of demand on housing prices, affordability and livability

Public Perception: Discusses the public perception surrounding affordable housing and suggestions for affordable housing options

Density: Discusses perception issues around increased density. Suggests that guidelines be developed in cooperation with stakeholders to develop denser housing that has a fit into the existing community fabric.

Infrastructure: Encourages infill development with existing infrastructure

Regulations: Suggests simplification and clarity of codes with changes in regulations, technology and innovation.

Familiarity: Suggests collaboration in bringing new innovations to residential development.

Housing Assistance: Lists housing assistance opportunities

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.

Add: ACTION ITEM #1: Make changes to the zoning code and develop guidelines as suggested in Objectives

Add: ACTION ITEM #2: Research or create incentives for development in infill areas and areas hard to redevelop.

Add: ACTION ITEM #3: Collaborate with Canyon County, adjacent communities and COMPASS about regional growth issues.

Add: ACTION ITEM #4: Develop standards for Master Planned Community development in collaboration with the Development Community – ensure 'affordable housing' is defined and included

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.

Add: ACTION ITEM #6: Work with the Downtown Business Association to support downtown revitalization efforts in conjunction with 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 uses 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 change aligns the current zoning net densities with the Comprehensive Plan net densities.

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 lots would be located on arterial and collector street corners (or near the corner but outside the taper of a roundabout).
- Each commercial lot would not be allowed to exceed 7,000 square feet.
- No more than 3 commercial lots 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 in the 2035 plan. This change allows for flexibility mixed with compatibility. Mixed-Use

development includes a variety of project types: **Limited Light Industrial, Industrial Parks, Business Parks, Commercial, Residential, Business Parks, Planned-Unit Developments, Master Planned Communities, Specific Plan Areas or other mixed development.** The developments should contain a harmonious architectural vernacular while providing a variety of options. The size and scale can vary. Compatibility with other developments within proximity is required. Developments could consist of combined uses in a single building or occupy a single site with integrated land uses that have significant functional interrelationships and a coherent physical design. A "single site" may include contiguous parcels or multiple structures on one parcel.

Add: 5.11.3 Master Planned Communities, Planned Unit Developments (PUDs) and Cluster Development:

Recent demand for housing and desire for land conservation by the community requires new approaches to conscientious land development. Projects in other municipalities provide good examples of successful Master Planned Communities (Orenco Station, Hillsborough, Oregon; Village Green, Rancho Cordova, CA; Daybreak, South Jordan, Utah). These and other examples include a variety of housing, including affordable units, park amenities, quality landscaping, architectural elements appropriate for the scale of the project, adjacency to public transportation and commercial property, etc. Several proposals have been received by City Staff regarding the desire to develop master planned communities and planned unit developments that incorporate Smart Growth principles that have been successful in other locations. This level of density warrants specificity and more detail through guidelines and standards that would apply throughout the development. These guidelines will provide tools for developers without stifling creativity that the City does not currently offer.

Add: 5.11.3.1 Master Planned Communities can be relatively small (40 acres) to large parcels. The standards for such a development will be guided by a supplemental '*Standards and Guidelines for Master Planned Communities*' (to be developed) as well as general requirements that will be added to the Nampa City Code. The development of these standards will be coordinated with the building industry and Nampa Planning Commission and City Council. They will include well-designed, innovative housing and streetscapes, a centralized open space(s) with common areas and park elements, gardens and attractive neighborhood streetscape and architectural elements, accommodations for transportation connections, walkable access to supporting businesses, and other elements. Housing will be based on density with provisions for cluster housing and additional open space. The approval process will include a review of the entire development proposal, including overall site design, theme and character of the development, architectural treatments, zoning, landscaping, infrastructure, affordable housing provisions, commercial provisions, proximity to public transportation, accessibility and other elements listed in the standards and guidelines. The project will be subject to review by the Design Review Committee, Planning and Zoning Commission and City Council.

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

Smart Growth or a "Compact City" is an urban planning and transportation theory that concentrates growth in compact walkable urban centers to avoid sprawl and advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices.

5.15.1 Smart Growth Principles

- Mixed-use with live/work, local retail, services, and residential
- Innovative, technologically savvy and LEED (Leadership in Energy and Environmental Design) Certified building design
- Range of housing opportunities, affordability and choices
- Walkable neighborhoods with aesthetically pleasing streetscapes, street-facing rear-loaded residential and commercial, juxtaposition of buildings that is pedestrian-friendly, architectural treatments that enhance the overall look and character of the buildings
- Distinctive, attractive communities with a strong sense of place

- Open space, farmland, natural beauty, and preserved environmentally sensitive areas
- Complements and invites connectivity with existing communities
- Variety of multi-modal transportation choices, located along or within proximity to public transportation
- Development decisions are predictable, fair and cost effective
- Encourage community and stakeholder collaboration in development decisions

5.15.2 Medium-Density Residential Smart Growth Principles include well-designed streetscapes, alley-loaded dwellings, strategically located common open space, narrower streets, planting strips, ornamental fencing, public and semi-private spaces, setbacks for upper stories, and diverse architectural elements. The streets often include masonry elements drawn from the architecture to enhance street crossings. This type of development should be within walking distance to schools, a large park or open space area. Human-scale streetscapes and landscaping is an important unifier in this land use setting. The interplay between the built environment and landscape areas with emphasis on an indoor/outdoor relationship in the architecture are critical elements.

Strategically, cluster homes located around larger parks, town squares, amphitheaters or open space areas could provide marketable amenities while creating a desirable setting. Housing units include single-family detached homes, street-level townhomes and condominiums and duplexes.

5.15.3 High-Density Residential Smart Growth Principles includes well-designed architecture with pedestrian-friendly street frontages, alleys, common space, parking, live-work spaces, internal auto courts with private garages, and well-designed streetscapes. They include some form of a generous and functional open space with recreational features, marketplace with a central market area, and/or a town square with integrated corner retail spaces. This type of development would generally include a combination of a **4(+)** **plex complex, townhomes, condominiums, apartments, and live-work units. These would be contained within a single building, building complex, master planned community or planned unit development.**

5.15.4 Key elements that make High-Density Residential Smart Growth Development Livable Quality Streetscape:

Decorative streetscape elements are essential in this land use. These include architectural lighting and street furnishings, textured or masonry street crossing surfaces with traffic calming elements, and a strong interplay between the built environment and landscape areas.

5.15.4.1 A Marketplace:

This is a location where residents can purchase localized goods and services without introducing regional, box store or strip mall elements. The marketplace should be neighborhood-scale, integrated into the fabric of the community and versatile enough to attract a variety of commercial/service uses. It should contain opportunities for outdoor seating, walkable access, service access, and parking.

5.15.4.2 Quality Open Space:

A multi-building/multi-unit/planned-unit development or master planned community will contain a central park, open space, town square or plaza element that will blend with the architecture and character of the neighborhood. It will contain elements that serve the needs of the neighborhood, such as a small community building, spray ground, multi-use area and other park features. Recreational elements should include some combination of a children's play area, sports courts, trails, vegetable gardens for residents, common recreational building, protected natural area(s), etc. Larger developments will include entertainment elements such as an amphitheater, festival spaces, or other multi-purpose gathering venues.

5.15.4.3 Building Design:

Façade Massing - Large buildings should have good articulation that breaks down the perceived scale of the building and adds visual interest. Boxy and poorly detailed buildings will not be allowed.

Façade Materials & Detailing - Buildings with materials and detailing that add visual depth and interest to a view will also be perceived as less dense and more livable. Well-designed architecture with appropriate amounts of glazing, masonry, natural elements and other artistic features are a necessity.

Variety - Consistency in built form can help to establish a sense of place. Monotonous designs are not appropriate or allowed. Designs should include a good variety of detailing, interest, lighting, façade treatments and spacial relationships.¹

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

Add/Change: ACTION ITEMS - All (p. 104)

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. Travel time from Nampa to the Boise Airport is projected to increase from 23 minutes to 45 minutes. The total hours of delay on an average weekday is anticipated to increase from 27,670 hours to 430,350 hours. These changes create significant challenges for regional and local leadership. It requires government leadership to move quickly and address infrastructure needs, and it requires developing important partnerships with Federal, State, regional and local agencies.¹

Add: 6.2.3 Impact Fee Program: In early 2019, Nampa adopted a development impact fee program with significant funding for transportation. The Transportation Funding Plan is underway to implement the improvements from the Transportation Master Plan.⁶

Add: 6.4.7 State Highway 16 (SH-16): ITD constructed a new highway extending Idaho 16 from U.S. 20/26 (Chinden Blvd) to SH-44 (State Street). This project required a new Boise River crossing and a connection with SH-44 across undeveloped property. An environmental review has already been conducted to continue the highway southward to connect to I-84 just west of McDermott Road. It is anticipated that interchanges will be constructed at U.S. 20/26, Ustick Road, Franklin Road, and I-84. Nampa seeks to extend access to Highway 16 from south of I-84.

Change: 6.9.1 Bicycle Pedestrian Master Plan: After a year-long effort, the City of Nampa adopted a *Bicycle and Pedestrian Master Plan* in 2011. The Master Plan is the key document in determining developer obligation and funding strategy. The plan outlines a significant bicycle system throughout Nampa with connections to other communities, Lake Lowell and other areas. It identifies the means, objectives, opportunities and constraints of developing facilities. The plan also provides a 'Demand and Benefit Analysis' that includes demand models for various users. The trail system identified in the plan

offers multiple means of providing connectivity including pathways, bike lanes and sidewalks. Currently, City code allows for sidewalk usage by bicycles, in all areas except the downtown core.

Not long after Master Plan adoption in August 2011, the first city on-street bicycle facility project, a bicycle boulevard along 18th Ave South from 1st St S to Roosevelt Ave, was completed. Since that time, several pathways have been built. The Bicycle and Pedestrian Master Plan ~~is currently being updated with adoption slated for~~ (was adopted in [will be changed in the final draft]) Fall 2019. The updated plan will vastly expand the on and off-street networks and greatly increase regional connectivity.

The Goals of Nampa's Bicycle and Pedestrian Master Plan

- Goal 1: Safety – Improve Safety for people walking and biking
- Goal 2: Connectivity – Create a pedestrian and bicycle network that connects people to destinations
- Goal 3: Livability – Create a vibrant community that people are proud to call home
- Goal 4: Health – Improve human and environmental health

Change: 6.16.1 Nampa Transportation Master Plan: The City of Nampa ~~is in the process of updating~~ (in the fall of 2019 adopted [will be changed in the final draft]) its long-term Transportation Master Plan. The Transportation Master Plan is the City's blueprint for managing a safe roadway network in Nampa – including roads, highways, sidewalks and bicycle lanes. Nampa's original transportation plan was adopted by the City Council in 2012. The updated Plan will reflect and accommodate Nampa's growing population, economy and critical transportation needs.

Change: 6.16.4 Airport Master Plan: The Nampa Municipal Airport Master Plan is a comprehensive study of the airport that describes short- (0 to 5 year), medium- (6 to 10 year), and long- (11 to 20 year) term development plans necessary to meet current and future aviation demand. As a plan and guideline for the community, an airport master plan is regularly revisited with support from the FAA, State and local entities.

A new Airport Master Plan project is currently underway. This is a *completely new plan* that takes a fresh look at airport infrastructure, business and recreational users, current FAA safety standards and current land use guidelines. This new plan values community input through the public involvement process. The goal of any community planning effort is to match the planned facility with the needs of the community it serves; this study is no different.

The elements of the Master Planning process vary in level of detail and complexity depending upon the size, function, and concerns of each airport. Compared to other Idaho general aviation airports, the Nampa Municipal Airport Master Plan will be a relatively complex study, incorporating significant survey, planning, and public outreach efforts. The Nampa Municipal Airport Master Plan will present a way forward for the airport by providing a framework to meet aviation demand that is accountable for the potential environmental and socioeconomic impacts of the airport on the community. Completion is anticipated in Fall 2019. More details about the Airport Master Plan are included in Chapter 14 of this Comprehensive Plan.

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 disconnected.

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: The Development Impact Fee Program of the City of Nampa was structured and is administered in accordance with the laws of the State of Idaho, which stipulate that impact fees can be collected in order to help new development pay its way. The fees collected are designed to cover the cost of development so that the costs of infrastructure improvements related to growth are not borne out by existing property taxpayers. The impact fees collected can only be used to pay the incremental costs directly attributable to new development as defined in a Capital Improvement Plan (CIP). Impact fees cannot be used for operations and maintenance or to support existing infrastructure.

Currently there are four areas within the City of Nampa that can receive impact fees. These are:

- Police Department
- Fire Department
- Parks Department (supported solely by residential development)
- Streets (only covers Nampa's bridges, traffic signals or round-a-bouts)

In order to implement an equitable Development Impact Fee system for the City Capital Facilities, and to re-evaluate the current methodology of calculating impact fees, the City retained an Impact Fee Consulting Firm to prepare an Impact Fee Study. In accordance with Idaho Code, the Development Impact Fee Study was based on actual System Improvement costs or reasonable estimates of such costs. In addition, the Development Impact Fee Study uses a fee calculation methodology that is net of credits for the present value of revenues that will be generated by new growth and development based on historical funding patterns and that are anticipated to be available to pay for System Improvements, including taxes, assessments, user fees, and intergovernmental transfers.

The Amended Development Impact Fee Ordinance No. 4420 was passed and adopted by the Council of the City of Nampa on March 4, 2019 and became effective July 2, 2019.

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. It is very extensive and can be viewed on pages 134 – 137.

Add: 7.3.1.3 COMPSTAT: The Nampa Police Department has recently adopted a policing strategy referred to as COMPSTAT. The COMPSTAT strategy uses data to determine how to best deploy resources in the most needed areas of the community during specific times crime is occurring. It is a multi-layered dynamic approach to crime reduction based on accurate and timely intelligence, effective tactics, rapid deployment of personnel and resources and relentless follow-up and assessments. The department has regularly scheduled meetings to ensure all members all well informed of current projects and crime trends.

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. (p. 137 – 140)

Add: 7.7 Library: Nampa Public Library is housed in a beautiful three-story building which was completed in 2015 and situated in the heart of downtown. The Library is devoted to providing enriching materials and resources, and exceptional patron services.

Nampa Public Library connects people to resources that help them acquire skills they need to thrive. We build community through fun, inspiring and creative programs and experiences.

As the principle access point for information and internet access for a significant portion of our community, the Library is a gathering place to inspire and promote lifelong learning and love of reading. The Library provides community access to existing and emerging technology and furnishes meeting and study rooms for community events and meetings of all kinds.

Nampa Public Library is a member of the LYNX! Consortium. Our participation provides the accessibility to borrow books and other lending materials beyond our own collections. LYNX! libraries include Ada Community Library, Boise Public Library, Caldwell Public Library, Eagle Public Library, Garden City Public Library, and Meridian Public Library. All together Nampa patrons have well over one million items that are available to check out.

Add: 7.8.2 - St Luke's Medical Center: St. Luke's is an Idaho-based, not-for-profit health system. The Nampa Medical Center was completed in 2012 with a new 87-bed hospital that offers a fully equipped emergency department, family suites for new mothers and their babies, a newborn intensive care unit (NICU), children's services with outpatient sub-specialists, additional heart and orthopedics services, and an intensive care unit. The campus also includes a wide range of primary and specialty physician clinics, screening mammography, lab services, and medical imaging.

Add: 7.9.2.3 Wastewater Treatment Plant Facility Plan: This is a new plan that is described in the 2040 Comp Plan (p. 147-148).

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.

Add/Change: ACTION ITEMS - All (p. 129)

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. (p. 156-158)

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. (p. 158)

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. (p. 159-161)

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. (p. 162-163)

Add: 8.19 Dark Skies: Dark skies principles address concerns about the impacts of light pollution that is produced by businesses and residents. The adverse effect of artificial light on airports, wildlife and humans is widely studied. Negative impacts include sky glow, glare, 'light trespass', decreased visibility at night, sleep loss, habitat disruption and energy waste. **Nampa should consider adopting a Dark Skies Ordinances to reduce the amount of light and the number of lumens that exterior lighting produces.**

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 3, 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

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

Add: ACTION ITEM#2: Develop standards and guidelines for Master Planned Communities, Planned Unit Developments and commercial development.

Add: ACTION ITEM#4: 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: ACTION ITEM#6: Develop and adopt a Dark Skies Ordinance for the City of Nampa

Add: ACTION ITEM#7: 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: Parks, pathways, greenways, farms, and other open spaces are important ingredients in the appeal and livability of the Nampa community. Creating and preserving parkland and open space attracts businesses, increases property values, and draws residents who want to enjoy an enhanced quality of life. Converting underutilized land to public parks helps to revitalize neighborhoods. Public ownership of parcels in open space and natural areas increases public access to parks and recreation amenities. Co-locating parks and open space within flood-prone areas is a potential cost-effective alternative for flood control and storm water treatment. Inactivity and obesity continue to be an issue for our society. Parks and Recreation can play a key role in helping Nampa improve the health of its citizens and encourage healthy active lifestyles. Research shows that when park amenities are close in proximity and convenient, people are more likely to participate. According to the National Parks and Recreation Association, local parks have a significant impact on the economy. Property values increase when located near a park and visitor spending is realized when parks activities bring people to the community. The US Census Bureau states that in 2015, local park and recreation agencies generated more than \$154 billion in economic activity and more than 1.1 million jobs.

Add: 9.7.1 Park Planning and Development: Planning, developing and preserving recreational facilities in Nampa is becoming a challenging process. Land acquisition, planning for budget impacts to new development, procuring and managing park development, and future planning require staff time and resources with professional knowledge, skills and abilities. As Nampa continues to grow, more facilities will be needed in order to maintain service levels and provide the connectivity and access that the community demands. **The City of Nampa should create a position and hire a Park Planner or Landscape Architect to oversee park planning, park acquisition, pathway planning, acquisition and development, the Capital Improvement Program, asset preservation and other park planning issues.**

Change: 9.7.2 Park Facility Maintenance Overview: With population growth, Nampa is faced with the challenge of meeting the needs of a varied populace that includes young families and active older adults. Nampa citizens expect parks and recreation resources to be maintained while keeping pace with the demands that growth brings. The Nampa Parks Division maintains city parks, pedestrian pathways and other landscapes associated with city operations. In addition to traditional parks, the Parks Division maintains other areas that include, but not limited to, city entry ways, Nampa City Hall, fire stations, and the Ford Idaho Center. The Parks Division maintains more than 80 different sites and requires travel to most locations to provide maintenance. The Parks division currently maintains about 469 developed acres of land that has more than 5,000 trees that need care.

Best practice for park maintenance is to have 1 FTE for every 12– 14 acres. When staff levels decline, success is hard to achieve. Nampa Parks currently has nearly 21 acres per 1 (Full Time Equivalent) FTE staff members. The low level of staff creates a situation that makes it difficult to reach community expectations in terms of park and sports field maintenance. **Funding should be secured to provide additional parks maintenance staff.**

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. (p. 178-180)

Change: 9.7.4 Bicycle and Pedestrian Master Plan: The City of Nampa completed an update of the Bicycle and Pedestrian Master Plan in Fall 2019. Coordination with surrounding cities, counties and the metropolitan planning organization (COMPASS) has resulted in a regional bicycle, trail and pathway system that creates a connected network between Ada and Canyon Counties.

This updated Bicycle and Pedestrian Master Plan addresses requests from the cities of Caldwell and Meridian to connect to their network and a request from the Canyon County Parks, Recreation and Waterways to help them meet their mission statement by preserving the natural and cultural resources as recreational and educational opportunities for our citizens and visitors.

The Pedestrian and Bicycle Master Plan goals are:

- Safety – Improve the safety for people walking and biking
- Connectivity – Create a pedestrian and bicycle network that connects people to destinations
- Livability – Create a vibrant community that people are

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

Add/Change: ACTION ITEMS - All (p. 182)

Chapter 10 – Schools and School Transportation

This chapter was updated with current statistics. The only addition was one strategy and one action item:

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

Add: ACTION ITEM #1: Convene an annual meeting with City leadership and various institutional leaders to discuss community issues, mutual support opportunities and workforce needs.

Add: ACTION ITEM #2: Develop access to schools using the 'Safe Routes to School' program

Chapter 11 – Cultural and Historical Sites

This chapter was updated with current statistics and the following:

Add: 11.1 Arts and Historical Preservation Commission: There are numerous public and private organizations that seek to enhance community artistic expression and preserve historical resources. These organizations can operate on a national, statewide and local level. Nampa's Arts and Historic Preservation Commission (AHP) is Nampa's local organization that is dedicated to preserving the City's unique history and culture and advancing local arts. The Commission consists of seven members with a minimum of two commissioners that have professional training or experience in the disciplines of architecture, history, architectural history, urban planning, archaeology, engineering, law, or other historic preservation related disciplines. These qualifications are established in the Secretary of the Interior's Historic Preservation Professional Qualification Standards. The Commission advises and assists the Mayor and City Council to develop, coordinate and promote the visual, performing and literary arts and heritage programs and policies for the enjoyment, education, cultural enrichment and benefit of the citizens of Nampa.

Add: 11.3.4 Snake River Canyon Scenic Byway: The Snake River Canyon Scenic Byway is a rich tapestry of places, people, and scenic lands. Dating back nearly 4.5 million years, the rich agricultural land found today along the byway was born when volcanoes dominated the area. Over the millennia, nature continued to define the land, creating a unique ecosystem of wildlife and plants that are found only in southwestern Idaho. Nearly 15,000 years ago water reshaped the land during the Bonneville Flood, one of the largest floods in geologic history.

The Snake River Canyon Scenic Byway spans more than fifty miles. To drive the byway is to share the same visual experience the early pioneers observed when they arrived to create a new life in the sagebrush-covered valley. Today's rich agricultural lands and the vibrant cities found along the byway are the legacy passed down by those early Idaho pioneers.

The byway route runs 53 miles and begins on Idaho 45 at Walters Ferry, to Map Rock Road, Chicken Dinner Road, Lowell Road, Plum Road, Homedale Road, Allendale Road, Ustick Road, Fargo Road, Dixie Road, Wamstad Road, Apple Valley Road, the intersection with U.S. 20/26, to Nyssa, Oregon bridge. Special Attractions along the byway include Wineries, vineyards, and orchards; Fort Boise; Deer Flat National Wildlife Refuge; Map Rock Petroglyph, camping; agricultural and scenic vistas along the entire route. The Snake River Canyon Scenic Byway Management Plan was completed in November 2009.

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. (p. 197-199)

Add: Exhibit 11-1: 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. (p. 199)

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.

Add/Change: ACTION ITEMS - All (p. 202)

Chapter 12 – Natural Resources

This chapter was updated with current statistics and the following:

Change: 12.3.1 Surface Water: The Lower Boise Watershed drains 1,290 square miles of rangeland, forests, agricultural lands, and urban areas. The Lower Boise River itself is a 64-mile stretch that originates at Lucky Peak Dam to the east of Boise and flows northwesterly through Ada and Canyon counties through the cities of Boise, Eagle, and Caldwell, Idaho. The river flows into the Snake River near Parma at the Idaho-Oregon border.

Several creeks, drainages, and canals traverse the City of Nampa. The most significant of these are Indian Creek, Mason Creek, Wilson Drain, Elijah Drain and Phyllis Canal. The water flow is generally in a westerly and northerly direction toward Indian Creek.

Mason Creek enters Nampa near the northeast corner and flows northwesterly through the northern part of the City into the Boise River.

Indian Creek, Wilson Drain and Elijah Drain empty into the area below the Ridenbaugh Canal between Mason Creek and Lake Lowell. Indian Creek acts as a drain and functions as a portion of the New York Canal. All return flows or surface water runoff is directed to Lake Lowell via the main New York Canal. A 100-year floodplain and waterway traverses Nampa along portions of Indian Creek and Mason Creek.

Lake Lowell sits near the southwestern edge of the City. Water is diverted from the Boise River at Diversion Dam at Lucky Peak Reservoir east of Boise City, flows through the New York Canal and into Lake Lowell.

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. (p. 205 and 206)

Add: 12.8.1 Bird and Wildlife Refuge Areas/Pacific Flyway: There are several Bird and Wildlife refuge areas within proximity of Nampa, including the Deer Flat National Wildlife Refuge, Morely Nelson Snake River Birds of Prey National Monument, BLM Lands to the north of the Boise River, and other designated areas.

The Boise River Complex, the Snake River Complex, creeks, drains and irrigation canals provide riparian habitat areas for various bird species and wildlife such as beaver, fox, badgers, rodents, raccoons, and squirrels. Urban forests house a variety of birds and small mammals. Cultivated fields provide habitat for ducks, geese, chukker, pheasants, and quail. Natural resources are an integral component of the fabric of the community. **As Nampa grows, the impacts of new development on the area's natural resources should be evaluated at the time of application.**

Change: 12.8.5 Issues of Environmental Importance to the City of Nampa: Impacts to fish and wildlife habitat such as habitat fragmentation from development and overuse require appropriate levels of management and cooperation between recreationalists, private landowners and governmental agencies. Practices that help manage and restore public lands with sound land management practices can benefit the natural environment as well as the local economy. **Nampa should acknowledge its natural resources and help private property owners and organizations concerned with habit conservation develop appropriate land management principles.**

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.

Add/Change: ACTION ITEMS - All (p. 220-221)

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. (p. 226)

Add: 13.4 Earthquakes/Seismic Activity: There is extensive information about earthquakes and earthquake preparedness in this section. (p. 227-231)

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. (p. 240-242)

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. (p. 243-244)

Add: OBJECTIVE 1, STRATEGY 4: Work with Union Pacific Railroad 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

Add/Change: ACTION ITEMS - All (p. 246)

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 and Action items are listed on p. 251-252

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

Future Land Use Map

This section provides an overview of the map, the authority to make changes, proposed changes and a list of changes on the future land use map (p. 257-262)