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~ The 2040 Comprehensive Plan was adopted by Nampa City Council on March 2, 2020 ~
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Introduction

Overview

The City of Nampa is located in the beautiful Treasure Valley in Southwest Idaho. It is the most populace city in Canyon County. The Area of City Impact comprises 48,851 acres and is bordered by the Boise River, the City of Caldwell, the City of Meridian, Lake Lowell and agricultural land to the south. The city limits are comprised of 21,576 acres. The population in Nampa is projected by the Community Planning Association of Southwest Idaho (COMPASS) to reach 102,030 by the end of 2019.¹

The Treasure Valley has been experiencing rapid growth for several years. The growth rate in Nampa is projected to be 3.7% in 2019.² With this growth has come increased traffic, concerns about maintaining public safety, the loss of agricultural land, increased housing prices, air and water quality impacts and other concerns.

The Comprehensive Plan provides a roadmap for city and community leaders to address growth and its impacts to quality of life issues; and it provides guidance for sustainable development. The 2040 Comprehensive Plan contains a Future Land Use Map that is a vision for community land use into the future. The implementation of the principles and guidelines in the 2040 Comprehensive Plan is realized through the establishment of action items that are supported by goals, objectives and strategies. These action items are intended to provide measurable outcomes that can result in changes or additions to codes, policies, procedures, staffing and other outcomes. Key Strategies and Action Items are identified for completion over the next five years. Department Heads, Planning and Zoning Commission and City Council members can utilize these action items to help guide budgeting proposals and decisions.

City of Nampa Statement of Purpose

Based upon the Local Land Use Planning Act, Idaho Code 67-6508, the purpose of the Nampa Comprehensive Plan is to promote the health, safety, and general welfare of the people of the City of Nampa and its Impact Area as follows:

- To protect property rights.
- To ensure adequate and affordable service delivery.
- To ensure a stable economy.
- To protect the local and regional environment, fish, wildlife and recreational resources.
- To protect prime agricultural, forestry, and mining lands.
- To encourage urban and urban-type development within City limits.
- To avoid undue concentration of population and overcrowding of land.
- To ensure that the development is commensurate with the physical characteristics of the land.
- To protect life and property in areas subject to natural hazards and disasters.
- To protect the positive qualities and characteristics of neighborhoods.
- To ensure public safety.

¹ Source: COMPASS Communities in Motion 2040 2.0 (CIM 2040 2.0): Demographics Forecasts: Population, Housing and Employment downloaded August 19, 2019 (http://www.compassidaho.org/documents/prodserv/demo/R5web.pdf)

Mission and Vision Statement
The City of Nampa Planning and Zoning Commission, City Council and Comprehensive Plan Review Advisory Committee developed and reviewed a Strategy Map with mission, vision, core values and focus areas statements that provide a basis from which the outcomes of the Comprehensive Plan and other City strategies are measured.

Nampa Planning Department Mission, Vision and Objectives
Idaho Code 67-6508 states “It shall be the duty of the planning or planning and zoning commission to conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan.” The City of Nampa’s Planning and Zoning Commission with the assistance of the Planning and Zoning Department lead the effort to update the Comprehensive Plan. The Planning and Zoning Department is guided by the following mission, vision and objectives:

Mission
Our Mission is to make a safe, vibrant and economically sustainable community through wise growth management, including the use of smart growth principles based on Idaho Law, Nampa’s Comprehensive Plan and Zoning Ordinance, and best planning practices.

Vision
Our Vision is to guide the use and development of land to support the health, safety and welfare of our citizens. We believe in being open with all parties, in reviewing development proposals for consistency with the Comprehensive Plan, in complying with State and City zoning law, and in processing application requests thoroughly and impartially.
Objectives

- Annually review and amend the zoning and subdivision ordinances, and the comprehensive plan with emphasis on updates to promote smart growth.
- Advise the public, Planning and Zoning Commission, Mayor, City Council and department heads in planning & zoning matters.
- Coordinate and strengthen relationships with Canyon County in their planning and zoning efforts within the Nampa Area of City Impact.
- Assist in downtown revitalization efforts through participating in ongoing planning for the area.
- Assist in the economic and community development activities of the City of Nampa in every way possible.

The 2040 Comprehensive Plan General Structure

The 2040 Comprehensive Plan Update document provides an analysis of existing conditions within each of the Chapter sections. Several sections are followed by recommendations (in bold) that are based on feedback received by the Comprehensive Plan Review Advisory Committee, public and City staff. The entire Chapter analysis is followed by a series of Goals, Objectives and Strategies. Certain Strategies are further defined as ‘Key Strategies’. The Key Strategies were verified by the City Department Heads and included in or with Action Items that follow each chapter. These Action Items are to be attainable within a 5-year period and will help guide City Department planning and budgeting. The Action items were also evaluated against the Strategic Plan’s Focus areas: Safety, Infrastructure and Economic Opportunity.
General Glossary of Terms

Absence Owner - A property owner that does not live in the jurisdiction where they own property.

Accommodate - The ability of the community to adapt to change; particularly the ability of the community to meet the needs of future populations.

Affordable Housing - A general rule for determining housing affordability is that the sum total annual rent and other housing payments (including utilities) should not exceed 30% of gross household income. Lending institutions use a slightly different definition to determine whether housing is affordable for a prospective homeowner; that is, the total annual payment (principal, interest, taxes, and insurance) should not exceed 26-28% of the homeowner’s gross annual income. Lending institutions also consider the homeowner’s total indebtedness, determining that housing costs plus all other indebtedness should not exceed 33-36% of the homeowner’s income.

Agriculture Land - The use of land for farming, dairying, pasturage, agriculture, horticulture, floriculture, viticulture, animal and poultry husbandry and the necessary accessory uses for parking, treating or storing the produce.

Annexation - The incorporation of a land area into an existing City with a resulting change in the boundaries of that City.

Apartment Unit - One or more rooms a residential structure.

Area of City Impact - Required by state law (§67-6526) requires cities to specify an area outside the City limits which it expects to annex or is part of its trade area. Land use authority for this area is negotiated between the City and County.

Bikeway - A facility designed to accommodate bicycle travel for recreation or commuting purposes. This is not always a separate facility but can be designed to be compatible with other travel modes.

Buffer - An area designed to provide attractive space or distance, obstruct undesirable views or generally reduce the impact of adjacent development.

Capital Improvement Program (CIP) - A proposed timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost establishments and the anticipated means of financing each project.

Central Business District (CBD) - The major shopping center within a City usually containing, in addition to retail uses, governmental offices, service uses, professional, cultural, recreational and entertainment establishments and uses, residences, hotels and motels, appropriate industrial activities, and transportation facilities. This area is located within the Downtown area of the City.

Circulation - Systems, structures and physical improvements for the movement of people, goods, water, air, sewage, or power by such means as streets, highways, railways, waterways, towers, airways, pipes, and...
conduits, and the handling of people and goods by such means as terminals, stations, warehouses, and other storage buildings or transshipment points.

**Commercial** - The distribution, sale, or rental of goods and the provision of other services.

**Community** - Used interchangeably to speak of the total planning area (verses the City or urban fringe) or an attitude such as “... a sense of community...” which implies a common identification on an issue by a group of citizens.

**Community Parks** - Community parks are large and intended to provide facilities of general community interest. These parks should provide for active and passive recreation for all ages and for family and organized recreation. They should be centrally located and readily accessible.

**Compatible Design** - The visual relationship between adjacent and nearby buildings and the immediate streetscape, in term of a consistency of material, colors, building elements, building mass and other constructed elements of urban environments, such that abrupt or serve differences are avoided.

**Comprehensive Plan** - A general strategy statement of the City, including a general land use map, which integrates all functions, natural systems and activities relating to the use of land, which is required by Idaho State Statue (§67-6508).

**Community Character** - The features, elements, positioning of structures, treatment of transportation corridors, layout of open space and landscape that define the built, cultivated and natural environment within the community help to create its character. Some of the elements in the City of Nampa that contribute to its character include its historic buildings and districts; water corridors; agricultural areas; residential neighborhoods of different types; building density, layout and orientation; commercial corridors; building scale, architectural treatments, landscaping, and many other elements that contribute to the overall experience of the neighborhood and districts.

**Community Core** - A dynamic, diverse, compact and efficient center that has evolved with an easily accessible central core of commercial and community services, residential units, a celebratory gathering place and recognizable natural and built landmarks, boundaries and elements of orientation.

**Condominium** - All the owners on a proportional, undivided basis own a building or group of buildings, in which dwelling units, offices or floor area are owned individually and structure, common areas and facilities.

**Density** - The overall average number of dwelling units located on the gross or net acreage (as applicable) contained within the development and calculated on a per-acre basis – expressed as ‘dwelling units per acre’. Net density includes lots only in the calculations.

**Density (Gross)** - Calculated by dividing the total number of units by the total acreage including lots, roads, open space, common areas and easements.

**Density (Net)** - Calculated by dividing the [total number of units] by the [total acreage minus, roads, open space, common areas and easements].

**Design Standards** - The standards that set forth specific improvement requirements.
Development - Making a material change in the use or appearance of a structure or land, dividing land into two or more parcels, creating or terminating a right of access.

Development Agreement - The Local Land Use Planning Act allows cities and counties to use development agreements, which require an owner or developer to make a written commitment concerning the use or development of the subject parcel as a condition of rezoning. The agreements are binding and recorded so as to bind subsequent owners.

Diversity/Difference - Diversity implies the mixture of land use and/or densities within a given area.

Duplex - A building containing two single-family dwelling units separated from each other by an unpierced wall extending from basement to roof.

Dwelling - A building used exclusively for residential occupancy, including single-family dwellings, two-family dwellings and multi-family dwellings.

Dwelling, Multi-family - A dwelling containing three (3) or more dwelling units, not including hotels, motels, fraternity or sorority houses and similar group accommodations.

Dwelling, Single-family - A building designed exclusively for occupancy by one (1) family, but not including mobile homes, otherwise provided herein.

Dwelling, Single-family Attached - A residential building containing dwelling units, each of which has primary ground floor access to the outside and which are attached to each other by party walls without openings. The term is intended primarily for such dwelling types as townhouses and duplexes.

Dwelling, Single-family Detached - A single-family dwelling, which is not attached to any other dwelling or building by any means, excluding mobile homes and manufactured housing situated on a permanent foundation.

Dwelling, Two-family - A building occupied by two (2) families living independently of each other.

Dwelling Unit - One (1) or more rooms and a single kitchen and at least one (1) bathroom, designed, occupied or intended for occupancy as separate quarters for the exclusive use of a single family for living, cooking and sanitary purposes, located in a single-family, two-family or multi-family dwelling or mixed-use building.

Easement - A right to land generally established in a real estate deed or on a recorded plat to permit the use of land by the public, a corporation or particular persons for specified uses.

Economic Base - The production, distribution and consumption of goods and services within a planning area. Comment: Economic base, as used in planning is commonly thought of as the sum of all activities that result in incomes for the area’s inhabitants. The definition, however, is significantly broad to include all geographic and functional elements, which may have an impact on the planning area, although not physically part of the area.

Economic Development - The addition of a new economic activity.
Environmental Protection Agency (EPA) - EPA is the federal source agency of air and water quality control regulations affecting a community.

Established Areas - An area where the pattern of development has been fixed and where this pattern is anticipated to be valid over the planning period. Generally, all developed areas within the City limits, which are considered to be established at a specific point in the planning process.

Exurban - Exurbia or the “exurbs” are a type of spatial pattern of settlement that differs from their suburban counterparts. Exurbs are located at greater distances from urban centers than suburban developments and are comprised of a different mix of land uses and population. Active farms are interspersed with different ages and types of very low-density residential development, including roadside houses, new housing subdivisions, exclusive estates, and mobile homes. In addition, exurbia contains small, rural towns as well as newer edge-of-town retail, commercial, and industrial development. Exurbs are areas that are in transition from their traditional rural setting to something more urban.

Farm Animals - Animals commonly raised or kept in an agricultural, rather than an urban, environment, including but not limited to, chickens, pigs, sheep, goats, horses, cattle, llamas, emus, ostriches, donkeys and mules.

Floodplain - Lands that have the potential to experience periodic flooding. The inundation level and frequency potential are determined by the Federal Emergency Management Agency (FEMA).

Floodway - The channel of a river or other water course and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Flood, 100-Year - A flood with a 1% chance of occurring in any given year. This is the floodplain most commonly used for regulatory purposes.

Flood, 500-Year - A flood with a .2% chance of occurring in any given year. This floodplain is used for awareness and regulatory purposes.

Freeway - A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is strictly controlled and intersection grade separations are required.

Fugitive Dust - Dust that is stirred up, creating an air quality problem. Fugitive dust may come from gravel operations, construction or demolition activities, land clearing and exposed surfaces, roadways, and mining activities.

Future Land Use Map – A map that delineates ‘Land Use Settings’ in a geographic location that are desired by the community for future land use.

Goal - A statement of intention expressing community values and attitudes intended to provide a guide for action by the community.

Greenway/Greenbelt - An open area, which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.
Group Home - A small homelike facility staffed by qualified professionals and designed to fit into the neighborhood. The purpose of the facility is to provide living quarters and services for people having a particular disability.

Home Occupation - An Occupation carried on in a dwelling unit by the resident thereof; provided that the use is limited in extent and incidental and secondary to the use of the dwelling unit for residential purposes and does not change the character thereof.

Housing Affordability Index (HOI) – a measure of affordability for a given area that 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.

Housing Units - Where a person lives or dwells.

Incompatible Land Uses - Land uses which are known or expected to cause environmental problems for one another, when in proximity, are deemed incompatible and are protected from one another by separation and/or other means.¹

Impact - The consequences of a course of action; the effect of a goal, guideline, plan, or decision.

Impact Fees - A fee, levied by local government on new development, so that the new development pays a proportionate share of the cost of the facilities needed to service that development.

Implementation Programs - Actions, procedures, or techniques that carries out the Comprehensive Plan strategy through implementing a standard. Each strategy is linked to a specific action-oriented implementing program.

Infill Development - The development of new housing or other buildings on scattered vacant un annexed or enclaved parcels

Infrastructure - Facilities and services needed to sustain industry, commercial and residential activities (e.g. water and sewer lines, streets, roads, fire stations, parks, etc.).

Land Development Regulations - Generally, all ordinances and other tools (policies) used by the City/County to manage land use.

Land Trust - Nonprofit organizations whose primary purpose is the preservation of undeveloped open land for conservation value to the community. Land trusts are concerned with open space land and/or specific resources such as farmland, watersheds, river corridors, open space, wildlife conservation areas, parks, community gardens and many others.

Land Use - A description of how land is occupied or utilized.

Land Use Map - A map showing the existing and proposed location extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes.

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¹ City of Ontario, CA (https://www.ontario.ca/page/d-1-3-land-use-compatibility-definitions)
Land Use Setting - The smallest geographically designated area for analysis of future land use activity.

Livability - Those aspects of the community, perceived by residents, which make community a nice place to live.

Long Range - Refers to a time span of more than five years.

Maintain - Support, keeps, or continues in an existing state or condition without decline.

Manufactured Home - A structure built in compliance with HUD manufactured home construction and safety standards established under 42 U.S.C. section 5401, and defined at I.C. § 39-4105

Master Plan - A comprehensive long-range plan intended to guide the growth and development of a community or region and one that includes analysis, recommendations and proposals for the community’s population, economy, housing, transportation, community facilities and land use.

Master Planned Community - A planned balanced, self-contained communities which includes a mixture of residential, commercial, retail, office and civic development and services. Master Planned Communities can be relatively small (40 acres) to large parcels. They 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 is 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, etc.

Mixed Use - Properties on which various uses, such as office, commercial, institutional and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Mobile Home - A factory-assembled structure or structures generally constructed prior to June 15, 1976, and equipped with the necessary service connections and made so as to be readily movable as a unit or units on their own running gear and designed to be used as a dwelling unit or units with or without a permanent foundation. (I.C.§39-4105)

Multi-Use Building - A building containing two or more distinct uses.

Natural Hazard - A natural characteristic of the land or combination of characteristics which, when developed without proper safeguards, could endanger the public health, safety, or general welfare.

Neighborhood - A local area whose residents are generally conscious of its existence as an entity. In planning literature, a “neighborhood unit” is a planned residential area organized on the principle that elementary schools, parks, playgrounds, churches and shopping are within walking distance of each residence. Heavy traffic is routed around the neighborhood, not through it.

Neighborhood Parks - A neighborhood park is medium sized, containing facilities primarily of interest to the immediate neighborhood. Facilities for a variety of activities should be provided.
**Objective** - The objective statement defines the meaning of the goal; describes how to accomplish the goal and suggests a method of accomplishing it. It advances a specific purpose, aim, ambition or element of a goal. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal.

**Off-Street Parking** - A temporary storage area for motor vehicles, that is directly accessible to an access aisle and which is not located on a dedicated street right-of-way.

**On-Street Parking** - A temporary storage area for motor vehicles, which is located on a dedicated street right-of-way.

**Open Space (Usable)** - Any open land that is predominantly lacking in structural development. Open space includes natural areas, wetlands and open water, wildlife habitats, areas of managed production of resources such as farmlands and grazing areas, open areas requiring special management or regulation to protect public health and safety, and outdoor recreational areas.

**Pedestrian Walkway (Sidewalk)** - A secured path for walking.

**Planning Period** - The period of time between adoption and the year 2040 pertaining to the comprehensive plan.

**Planned Unit Development (PUD)** - A project of a single owner or a group of owners acting jointly, involving a related group of residences, businesses, or industries and associated uses. Planned as a single entity, the project is subject to development and regulations as one (1) land-use unit rather than as an aggregation of individual buildings located on separate lots. The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designed to provide variety and diversity through the variation of normal zoning and subdivision standards so that maximum long-range benefits can be gained, and the unique features of the development or site preserved and enhanced while still being in harmony with the surrounding neighborhood. Approval of a planned unit development does not eliminate the requirements of subdividing and recording a plat.

**Public Art** - Works of art in any media that have been planned and executed with the specific intention of being sited or staged in the physical public domain, usually outside and accessible to all.

**Public Land** - Land owned by local, state, or federal government, used for purposes which benefit public health, safety, general welfare and other needs of society.

**Public Participation** - The active and meaningful involvement of the public in the development of the comprehensive plan.

**Public Facility and Utilities** - Refers to key facilities, types and levels of the following: fire protection, police protection, schools, libraries, sanitary facilities, storm drainage facilities, government administrative services, energy and other services deemed necessary by the community for the enjoyment of urban life.

**Quality of Life** - Those aspects of the economic, social and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities, and public services.
Residential Area - A given area of the community in which the predominant character is residential. Uses, which support residential activity such as parks, churches, schools, fire stations, and utility substations, may also be permitted.

Review - An inspection or examination for the purpose of evaluation and the rendering of an opinion or decision. Review by the City may involve public hearings, formal approval or denial of development proposals, etc., as provided for in City ordinances.

Ridgeline Development - Ridgeline development means a development on the crest of a hill that has the potential to create a silhouette or other substantially adverse impact when viewed from a common public viewing area.

Right-of-Way (ROW) - The lines that form the boundaries of a right-of-way.

Rural Character - The acknowledgment of the role of agriculture and the responsibility of those, who use the land for that purpose. Rural areas include the mixture of agricultural uses, green fields, open space, rangeland, forest, high desert and other rural land characteristics with minimum residential development, unless it’s associated with agricultural land use. County land use ordinances, such as, subdivision, planned unit developments and planned communities, may not threaten rural character; however, ordinances should take in account these attributes. To minimize the impacts to rural character, buffer zones, open space or better landscaping guidelines should be considered.

Rural Lands - All lands, which are not within an urban growth area and are not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Scenic Byway Program - Roadways that provide an enjoyable and relaxing experience or that offer cultural or historical enrichment to travelers are legislatively designated as part of a Scenic Byway System. Scenic byways are typically secondary roads having significant cultural, historic, scenic, geological, or natural features. They often include vistas, rest areas, and interpretive sites in harmony with the scenic characteristics of the road. The Federal-Aid Highway Program includes limited funding for such statewide systems.

Sense of Place - The characteristics of an area that makes it readily recognizable as being unique and different from its surroundings and having a special character and familiarity.

Shovel Ready - A project is considered shovel ready if it has advanced to the stage those laborers may immediately be employed to start work. A shovel ready project will have a more immediate impact on the economy than money spent on a project on which a great deal of time must elapse for architecture, zoning, legal considerations or other such factors before labor can be deployed on it.

Smart Growth Areas - Areas that will enable the development and redevelopment of lands with existing infrastructure and municipal, state and utility services, where practicable, or that will encourage efficient development patterns that are both contiguous to existing development and at densities, which have relatively low municipal, state governmental and utility costs.

Sprawl - The process in which the spread of development across the landscape far outpaces population growth. The landscape sprawl creates has four dimensions: 1) a population that is widely dispersed in low-density development; 2) rigidly separated homes, shops, and workplaces; 3) a network of roads marked by huge blocks and poor access; and 4) a lack of well-defined, thriving activity centers, such as downtowns.
and town centers. Most of the other features usually associated with sprawl—the lack of transportation choices, relative uniformity of housing options, or the difficulty of walking—are a result of these conditions.

**Strategy/Policy** - A decision-making guideline for actions to be taken in achieving goals. The strategy/policy is the official position of the City related to a given land use issue. Strategies/policies guide actions in recurring situations.

**Street, Alley** - A minor or secondary way that is used primarily for vehicular service access to the back of properties otherwise abutting on a street.

**Street, Arterial** - A street, which functions primarily to move large volumes of traffic and secondarily to provide access to abutting property. It is usually a continuous thoroughfare, which connects major traffic generators. Curb cut, driveway and other regulations control access to adjacent properties.

**Street, Collector** - A street, which functions primarily to move traffic from local streets to the arterial street system. It secondarily supplies abutting properties with the same degree of service as a local street.

**Street, Local** - A street, which is intended solely for access to adjacent properties within local areas.

**Strip Commercial and Industrial** - A development pattern characterized by lots in a continuous manner fronting on streets and resulting in numerous access points to the street.

**Subdivision** - The division of a lot, tract or parcel of land into two or more lots, tracts, parcels or other divisions of land for sale, development or lease.

**Tax Increment** - Additional tax revenues that result from increases in property values due to new development within a redevelopment area.

**Tax Increment Financing (TIF)** - Allows cities to create special districts and to make public improvements within those districts that will generate private-sector development. During the development period, the tax base is frozen at the predevelopment level. Property taxes continue to be paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development either go into a special fund created to retire bonds issued to originate the development or leverage future growth in the district.

**Telecommuting** - An arrangement in which a worker is at home or in a location other than the primary place of work and communicates with the workplace and conducts work via the internet, wireless or telephone lines and other devices in conjunction with computers.

**Total Maximum Daily Load (TMDL)** - A regulatory term in the U.S. Clean Water Act (CWA), describing a value of the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards.

**Transfer Development of Rights Program** - The removal of the right to develop or build, expressed in dwelling units per acre, from land in one zoning district to land in another district where such transfer is permitted.

**Transit-Oriented Development** - The concentration of development at nodes along public transit corridors, either light rail or bus routes.
**Transitional Use** - A permitted use or structure of an intermediate intensity of activity or scale and located between a more-intensive or less-intensive use.

**Trip Capture** - A traffic percentage reduction that can be applies to the trip generation estimates for individual land uses to account for trips internal to the site. These internal trips are not made on the major street system but are made by either walking or by vehicles using internal roadways.

**Urban** - Is all population and territory within the boundaries of urbanized areas and the urban portion of places outside of the urbanized area that have a decennial census population of 2,500 or more. (U.S. Census Bureau).

**Urban Area** - A highly developed area that includes, or is appurtenant to, a central City or place and contains a variety of industrial, commercial, residential and cultural uses.

**Urban Land** - Land that is developed at urban densities or that has urban services.

**Urban Service Boundary** - That area that can be served economically and efficiently by City utilities.

**Urbanization** - Process of converting land from rural to urban.

**Walkable** - A distance of one-quarter (1/4) mile or within a five (5) to ten (10) minute walk on average.

**Walkway** - (1) A right-of-way dedicated to public use that is not within a street right-of-way, to facilitate pedestrian access though a subdivision block by means of a hard surface path. (2) Any portion of a parking area restricted to the exclusive use of pedestrian travel.

**Wireless Telecommunications Equipment** - Any equipment used to provide wireless telecommunication service, but which is not affixed to or contained within a wireless telecommunication facility but is instead affixed to or mounted on an existing building or structure that is used for some other purpose. Wireless telecommunication equipment also includes a ground mounted base station used as an accessory structure that is connected to an antenna mounted on or affixed to an existing building.

**Wireless Telecommunication Facility** - Any freestanding facility, building, pole, tower or structure used to provide only wireless telecommunication services, and which consists of, without limitation, antennae, equipment and storage and other accessory structures used to provide wireless telecommunication services.

**Wetlands** - Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or the City.

**Zero-Lot Line** - A detached single-family unit distinguished by the location of one exterior wall on a side property line.
Zone - The smallest geographically designated area for analysis of land use activity. An area or region set apart from its surroundings by some characteristic.

Zoning Map - The maps, which are a part of the zoning ordinance, delineate the boundaries of zone districts.
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.”

1.1 Federal Standards
Whether or not a land use decision should be prohibited by the Fifth Amendment to the United States Constitution has been a difficult task for the courts, including the Supreme Court, to resolve. Determining when a government action amounts to a taking, requiring either compensation or invalidation of the action for violation of due process, is not a simple undertaking. The Supreme Court itself has candidly admitted that it has never been able to develop a “set formula” to determine when “justice and fairness” require that economic injuries caused by public action be compensated by the government, rather than remain disproportionately concentrated on a few persons.” (Penn Central Transportation Co. v. New York City, 436 U. S. 104 124 [1978]). Instead, the high court has observed “whether a particular restriction will be rendered invalid by the government’s failure to pay for any losses proximately caused by it depends largely upon the particular circumstances [in that case]” (id. at 488). The question of whether a regulation has gone too far, and a taking has occurred has been an ad hoc, factual inquiry (id.)
1.2 State Requirements

Idaho State Legislature amended Section 67-6508 of the Idaho Code to include “an analysis of provisions which may be necessary to ensure that land-use policies, restrictions, conditions and fees do not violate private property rights, adversely impact values or create unnecessary technical limitations on the use of property.” [67-6508 (a)]. Although a comprehensive plan that contains such language does not provide an absolute defense to a taking claim, some courts give weight to comprehensive plans when they consider Taking problems. They are impressed by a municipality’s efforts to plan and the usual planning process that strives to comprehensively balance land use opportunities throughout a given community.

1.3 State Changes to Taking Issues in Response to Kelo v. City of New London

The following is an abstract of this United States Supreme Court case:

Kelo v. City of New London
545 U.S. (June 23, 2005)
Docket Number: 04-108

Facts of the Case:

New London, a City in Connecticut, used its eminent domain authority to seize private property to sell to private developers. The City said developing the land would create jobs and increase tax revenues. Kelo Susette and others whose property was seized sued New London in state court. The property owners argued the City violated the Fifth Amendment's takings clause, which guaranteed the government will not take private property for public use without just compensation. Specifically, the property owners argued taking private property to sell to private developers was not public use. The Connecticut Supreme Court ruled for New London.

Question Presented:

Does a City violate the Fifth Amendment’s takings clause if the City takes private property and sells it for private development, with the hopes the development will help the City’s bad economy?

Conclusion:

No. In a 5-4 opinion delivered by United States Justice John Paul Stevens, the majority held that the City’s taking of private property to sell for private development qualified as a “public use” within the meaning of the takings clause. The City was not taking the land simply to benefit a certain group of private individuals but rather was following an economic development plan. Such justifications for land takings, the majority argued, should be given deference. The takings here qualified as “public use” even though the land was not going to be used by the public. The Fifth Amendment did not require “literal” public use, the majority said, but the “broader and more natural interpretation of public use as ‘public purpose.’”

Spurred by the recent U.S. Supreme Court ruling the State of Idaho, 2006 Idaho Legislature responded with 4 bills:

House Bill No: 555 was passed in the 2006 Idaho Legislature which stated that:

7-701A LIMITATION ON EMINENT DOMAIN FOR PRIVATE PARTIES, URBAN RENEWAL OR ECONOMIC DEVELOPMENT PURPOSES.

(1) This section limits and restricts the State of Idaho, its instrumentalities, political subdivisions, public agencies, or bodies corporate and politic of the state to condemn any interest in property in order to convey the condemned interest to a private interest to person as provided herein.

(2) Eminent domain shall not be used to acquire private property:

(a) For any alleged public use which is merely a pretext for the transfer of the condemned property or any interest in that property to a private party; or
(b) For the purpose of promoting or effectuating economic development; provided however, that nothing herein shall affect the exercise of eminent domain:

(i) Pursuant to Chapter 15, Title 70, Idaho Code, and Title 42, Idaho Code; or

(ii) Pursuant to Chapters 19, 20 or 29, Title 50, Idaho Code, except that no private property shall be taken through exercise of eminent domain within the area of operation of a housing authority or within an urban renewal area or within a deteriorated or deteriorating area or within a competitively disadvantaged border community area unless the specific property to be condemned is proven by clear and convincing evidence to be in such condition that it meets all of the requirements:

1. The property, due to general dilapidation, compromised structural integrity, or failed mechanical systems, endangers life or endangers property by fire or by other perils that pose an actual identifiable threat to building occupants; and

2. The property contains specifically identifiable conditions that pose an actual risk to human health, transmission of disease, juvenile delinquency or criminal content; and

3. The property presents an actual risk of harm to the public health, safety, morals or general welfare; or

(iii) For those public and private uses for which eminent domain is expressly provided in the constitution of the State of Idaho.

(3) This section shall not affect the authority of a governmental entity to condemn a leasehold estate on property owned by the governmental entity.

The rationale for condemnation by the governmental entity proposing to condemn property shall be freely reviewable in the course of judicial proceedings involving exercise of the power of eminent domain.

In addition, the 3 additional bills, SB1243, SB1247 and SB1429 were passed in 2006. These bills are described below:

SB1243 - Requires condemners to clearly set forth in the complaint a description of the property and property rights to be acquired.

SB1247 - Permits a “quick take” procedure to be used by condemning authorities to take possession of private property prior to trial.

Also, all condemning authorities may now use this process, not just the State.

SB1429 - Requires condemners to stand by their last pre-litigation offer and set that amount as a floor for just compensation.

1.4 Office of the Attorney General Checklist

In an effort to provide guidance with regards to “takings,” the Office of the Attorney General of the State of Idaho has prepared the following checklist and website in reviewing the potential impact of regulatory or administrative actions upon specific property.

http://www2.state.id.us/ag/manuals/regulatorytaking.pdf

1. Does the Regulation or Action Result in a Permanent/Temporary Physical Occupation or Private Property?

Regulation or action resulting in a permanent or temporary physical occupation of all or a portion of private property will generally constitute a “taking.” For example, a regulation that required landlords to allow the installation of cable television boxes in their apartments was found to constitute a “taking” (see Loretto v. Teleprompter Manhattan CATV Corp., 458 U.S. [1982]).

2. Does the Regulation or Action Require a Property Owner to Dedicate a Portion of Property or to Grant an Easement?

Carefully review all regulations requiring the dedication of property or granting of an easement. The dedication of property must be reasonably and specifically designed to prevent or compensate, for
adverse impacts of the proposed development. Likewise, the magnitude of the burden placed on the proposed development should be reasonably related to the adverse impacts created by the development. The court will also consider whether the action in question substantially advances a legitimate state interest.

For example, the United States Supreme Court determined in *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987) that compelling an owner of waterfront property to grant a public easement across his property that does not substantially advance the public’s interest in beach access, constitutes a “taking.” Likewise, the United States Supreme Court held that compelling a property owner to leave a public green way, as opposed to a private one, did not substantially advance protection of a floodplain and was a “taking.” *Dolan v. City of Tigard*, 114 U.S. 2309 (June 24, 1994).

3. Does the Regulation Deprive the Owner of All Economically Viable Uses of the Property?

If a regulation prohibits all economically viable or beneficial uses of the land, it will likely constitute a “taking.” In this section, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws of nuisances or other pre-existing limitation on the use of the property. See *Lucus v. South Carolina Coastal Council*, 505 U.S. 1003, 112 S. Ct. 2886 (1992).

Unlike 1 and 2 above, it is important to analyze the regulation’s impact on the property as a whole, and not just the impact on a portion of the property. It is also important to assess whether there is any profitable use of the remaining property available. See *Florida Rock Industries, Inc. v United States*, 18 F. 3d 1560 (Fed. Cir. 1994). The remaining use does not necessarily have to be the owner’s planned use, a prior use, or the highest and best use of the property. One factor in this assessment is the degree to which the regulatory action interferes with a property owner’s reasonable investment-backed expectations.

Regulations requiring that the entire particular parcel of land be left substantially in its natural state should be carefully reviewed. A prohibition of all economically viable uses of the property is vulnerable to a takings challenge. In some situations, however, there may be pre-existing limitations on the use of property that could insulate the government from takings liability.

4. Does the Regulation have a Significant Impact on the Landowner’s Economic Interest?

Carefully review regulations that have a significant impact on the owner’s economic interest. Courts will often compare the value of property before and after the impact of challenged regulations. Although a reduction in property value alone may not be a “taking,” a severe reduction in property value often indicates a reduction or elimination of reasonably profitable uses. Another economic factor courts will consider is the degree to which the challenged regulation impacts any development rights of the owner. These economic factors are normally applied to the property as a whole.

A *moratorium* as a planning tool may be used pursuant to Idaho Code §67-6523 – Emergency Ordinances and Moratoriums (written findings of imminent peril to public health, safety or welfare; may not be longer than 120-days); and Idaho Code §67-6524 – Interim Ordinances and Moratoriums; (written findings of imminent peril to public health, safety or welfare; the ordinance must state a definite period of time for the moratorium). Absence of the written findings may prove fatal to a determination of the reasonableness of the government action.

The Idaho moratorium provisions appear to be consistent with the United States Supreme Court’s interpretation of moratorium as a planning tool as well. In *Tahoe-Sierra Preservation Council, Inc et al. v. Tahoe Regional Planning Agency et al.*, (Slip Opinion No.00-1167, April 23, 2002); the Court held that planning moratoriums may be effective land use planning tools. Generally, moratoriums in excess of one year should be reviewed with skepticism but should be considered as one factor in the determination of
whether a taking has occurred. An essential element pursuant to Idaho law is the issuance of written
findings in conjunction with the issuance of moratoriums. See Idaho Code §§67-6523–6524.

5. Does the Regulation Deny a Fundamental Attribute of Ownership?

Regulations that deny the landowner a fundamental attribute of ownership - including the right to possess,
exclude others and dispose of all or a portion of the property - are potential takings.
The United States Supreme Court recently held that requiring a public easement for recreation purposes
where the harm to be prevented was to the floodplain was a “taking.” In finding this to be a “taking,” the
Court stated:

The City never demonstrated why a public greenway, as opposed to a private one, was required
in the interest of flood control. The difference to the petitioner, of course, is the loss of her ability to
exclude others.... [T]his right to exclude others is “one of the most essential sticks in the bundle of
rights that are commonly characterized as property.” Dolan v. City of Tigard, 512 U.S. 374, 114 S. Ct. 2309 (1994).

The United States Supreme Court has also held that barring an inheritance (an essential attribute of
ownership) of certain interests in land held by individual by members of an Indian tribe constituted a

6.(a) Does the Regulation Serve the Same Purpose that Would be Served by Directly Prohibiting the Use or
Action; and (b) Does the Condition Imposed Substantially Advance that Purpose?

A regulation may go too far and may result in a takings claim where it does not substantially advance a
legitimate governmental purpose. Nollan v. California Coastal Commission, 483 U.S. 825, 107 S Ct. 3141

In Nollan, the United States Supreme Court held that it was an unconstitutional “taking” to condition the
insurance of a permit to landowners on the grant of an easement to the public to use their beach. The
Court found that since there was no indication that the Nollan’s house plans interfered in any way with the
public’s ability to walk up and down the beach, there was no “nexus” between any public interest that
might be harmed by the construction of the house, and the permit condition. Lacking this connection,
the required easement was just as unconstitutional as it would be if imposed outside the permit context.
Similarly, regulatory actions that closely resemble, or have effects of a physical invasion or occupation
of property, are more likely to be found to be takings. The greater the deprivation of use, the greater the
likelihood that a “taking” will be found. See a detailed list of significant federal “taking” cases in the
Attorney General’s website.

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

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CHAPTER TWO
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 98,370 and is projected to increase to 102,030 by the end of 2019, a 3.7% 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 48,000 by the year 2040, the community and city government can plan for services and infrastructure to meet the projected demand.

2.1 Population Trends
Nampa’s population increased dramatically from 51,867 in 2000, 81,567 in 2010 and 89,576 in 2017. See Exhibit 2-1. In most of the population categories identified in this chapter, the City saw increases. For the purposes of the 2040 Comprehensive Plan, population estimates the US Census 2017 American Fact Finder, American Community Survey is utilized. Population projections are based on the COMPASS, Demographic Forecast.

2.1.1 US Census – 2017 American Fact Finder, American Community Survey
The American Fact Finder Community Survey (ACS) is a nationwide survey designed to provide communities a fresh look at how they are changing. It is a critical element in the Census Bureau’s decennial census program. The ACS collects information such as age, race, income, commute time to work, home value, veteran status, and other important data. As with the 2010 decennial census, information about individuals remains confidential. The ACS collects and produces population and housing information every year. This provides more up-to-date information throughout the decade about the U.S. population at the local community level. About 3.5 million housing unit addresses are selected annually, across every county in the nation.
According to the US Census American Fact Finder 2013-2017 American Community Survey 5-Year Estimates, the population in Nampa increased by 9.8% from 2010 to 2017 (See Exhibit 2-2 below).

As shown in the Exhibit 2-3, the number of households in Nampa in 2017 was 32,348. From 2010- 2017, the number of persons per household declined slightly from 2.94 in 2010 to 2.88 in 2017. Canyon County persons per household remained consistent during the same time period.

As shown in Exhibit 2-4, population age groups for Nampa, Canyon County, the state of Idaho increased between 2010-2017. In addition, the median age increased from 30.1 to 31 years of age in Nampa, but it is lower that the county and state.
The population of nineteen years old or under in Nampa in the year 2010 was 35.3 percent of the total population, in 2017 it was 33.5%, a 1.7% drop. The population between 20 and 64 was 54.4% in 2010 and 54.6% in 2017, a .2% increase and the population 65 and over was 10.3 % in 2010 and 11.9% in 2018, a 1.6% increase as described in Exhibit 2-5.

### Exhibit 2-5: Population by Age Groups - Nampa

<table>
<thead>
<tr>
<th>Age</th>
<th>Nampa 2010</th>
<th>Nampa 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Under 5 years</td>
<td>7,997</td>
<td>9.8%</td>
</tr>
<tr>
<td>5-14</td>
<td>14,817</td>
<td>18.2%</td>
</tr>
<tr>
<td>15-19</td>
<td>5,973</td>
<td>7.3%</td>
</tr>
<tr>
<td>20-24</td>
<td>5,653</td>
<td>6.9%</td>
</tr>
<tr>
<td>25-34</td>
<td>12,661</td>
<td>15.5%</td>
</tr>
<tr>
<td>35-44</td>
<td>10,714</td>
<td>13.1%</td>
</tr>
<tr>
<td>45-54</td>
<td>8,618</td>
<td>10.6%</td>
</tr>
<tr>
<td>55-64</td>
<td>6,731</td>
<td>8.3%</td>
</tr>
<tr>
<td>65-74</td>
<td>4,400</td>
<td>5.4%</td>
</tr>
<tr>
<td>75-84</td>
<td>2,601</td>
<td>3.2%</td>
</tr>
<tr>
<td>85 years and over</td>
<td>1,392</td>
<td>1.7%</td>
</tr>
<tr>
<td>Total</td>
<td>81,557</td>
<td>100.0%</td>
</tr>
</tbody>
</table>


The population of nineteen years old or under in Canyon County in the year 2010 was 34.5% and 32.7% in 2017, a 5.5% drop. In 2017, the population between 20 and 64 was 54.5% and 65 and over was 12.8% (see Exhibit 2-6 below).
### Exhibit 2-6: Population by Age Groups - Canyon County

<table>
<thead>
<tr>
<th>Age</th>
<th>Canyon County 2010</th>
<th>Canyon County 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent of Population</td>
</tr>
<tr>
<td>Under 5 years</td>
<td>17,143</td>
<td>9.1%</td>
</tr>
<tr>
<td>5-14</td>
<td>33,308</td>
<td>17.6%</td>
</tr>
<tr>
<td>15-19</td>
<td>14,784</td>
<td>7.8%</td>
</tr>
<tr>
<td>20-24</td>
<td>11,957</td>
<td>6.3%</td>
</tr>
<tr>
<td>25-34</td>
<td>26,246</td>
<td>13.9%</td>
</tr>
<tr>
<td>35-44</td>
<td>24,339</td>
<td>12.9%</td>
</tr>
<tr>
<td>45-54</td>
<td>22,386</td>
<td>11.9%</td>
</tr>
<tr>
<td>55-64</td>
<td>18,364</td>
<td>9.7%</td>
</tr>
<tr>
<td>65-74</td>
<td>11,575</td>
<td>6.1%</td>
</tr>
<tr>
<td>75-84</td>
<td>6,069</td>
<td>3.2%</td>
</tr>
<tr>
<td>85 years and over</td>
<td>2,752</td>
<td>1.5%</td>
</tr>
<tr>
<td>Total</td>
<td>188,923</td>
<td>100.0%</td>
</tr>
</tbody>
</table>


The population of nineteen years old or under in Idaho in the year 2010 was 30.4%, and in 2017 was 28.9%, a 5.2% drop. The population 65 and over was 12.4% in 2010 and 14.6% in 2017, a 15% increase.

### Exhibit 2-7: Population by Age Groups - State of Idaho

<table>
<thead>
<tr>
<th>Age</th>
<th>Idaho 2010</th>
<th>Idaho 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-4</td>
<td>121,772</td>
<td>7.8%</td>
</tr>
<tr>
<td>5-14</td>
<td>238,150</td>
<td>15.2%</td>
</tr>
<tr>
<td>15-19</td>
<td>115,359</td>
<td>7.4%</td>
</tr>
<tr>
<td>20-24</td>
<td>108,209</td>
<td>6.9%</td>
</tr>
<tr>
<td>25-34</td>
<td>208,965</td>
<td>13.3%</td>
</tr>
<tr>
<td>35-44</td>
<td>191,609</td>
<td>12.2%</td>
</tr>
<tr>
<td>45-54</td>
<td>208,537</td>
<td>13.3%</td>
</tr>
<tr>
<td>55-64</td>
<td>180,313</td>
<td>11.5%</td>
</tr>
<tr>
<td>65-74</td>
<td>109,534</td>
<td>7.0%</td>
</tr>
<tr>
<td>75-84</td>
<td>59,892</td>
<td>3.8%</td>
</tr>
<tr>
<td>85 +</td>
<td>25,242</td>
<td>1.6%</td>
</tr>
<tr>
<td>Total</td>
<td>1,567,582</td>
<td>100.0%</td>
</tr>
</tbody>
</table>


The minority population decreased by 3.1% in Nampa and 4.3% in Canyon County from 2010-2017 (See Exhibit 2-8 below).

### Exhibit 2-8: Percentage of Population by Race and Special Demographic Groups

<table>
<thead>
<tr>
<th></th>
<th>Nampa 2010</th>
<th>Nampa 2017</th>
<th>Canyon County 2010</th>
<th>Canyon County 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Quan.</td>
<td>Percent</td>
<td>Quan.</td>
<td>Percent</td>
</tr>
<tr>
<td>White</td>
<td>67,618</td>
<td>82.9%</td>
<td>77,072</td>
<td>86%</td>
</tr>
<tr>
<td>Black or African</td>
<td>593</td>
<td>0.7%</td>
<td>672</td>
<td>0.8%</td>
</tr>
<tr>
<td>American Indian,</td>
<td>954</td>
<td>1.2%</td>
<td>995</td>
<td>1.1%</td>
</tr>
<tr>
<td>Alaska Native Alaska</td>
<td>722</td>
<td>0.9%</td>
<td>1114</td>
<td>1.2%</td>
</tr>
<tr>
<td>Asian, Pacific</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Islander</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Some other race</td>
<td>9,026</td>
<td>11.1%</td>
<td>6,623</td>
<td>7.4%</td>
</tr>
<tr>
<td>Two or more races</td>
<td>2,644</td>
<td>3.2%</td>
<td>3,100</td>
<td>3.5%</td>
</tr>
<tr>
<td>Total</td>
<td>81,557</td>
<td>100.0%</td>
<td>89,576</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### Hispanic and Latino Race

<table>
<thead>
<tr>
<th></th>
<th>Nampa</th>
<th>State of Idaho</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Quan.</td>
<td>%</td>
<td>Quan.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hispanic Ethnicity</td>
<td>18,653</td>
<td>22.9%</td>
<td>21,326</td>
</tr>
<tr>
<td>Not Hispanic or</td>
<td>62,904</td>
<td>77.1%</td>
<td>68,250</td>
</tr>
</tbody>
</table>

#### Special Demographic Groups

<table>
<thead>
<tr>
<th></th>
<th>Nampa</th>
<th>State of Idaho</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Quan.</td>
<td>%</td>
<td>Quan.</td>
</tr>
<tr>
<td>Disconnected Youth</td>
<td>181</td>
<td>3.1%</td>
<td>2,617</td>
</tr>
<tr>
<td>(not in education,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>employment or training)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Children in Single-Parent Family</td>
<td>7,846</td>
<td>30.0%</td>
<td>104,648</td>
</tr>
<tr>
<td>With a Disability,</td>
<td>6,395</td>
<td>12.5%</td>
<td>111,099</td>
</tr>
<tr>
<td>Age 18-64</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>With a Disability in</td>
<td>3,113</td>
<td>48.7%</td>
<td>51,361</td>
</tr>
<tr>
<td>Labor Force (18-64)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Foreign Born</td>
<td>6,436</td>
<td>7.2%</td>
<td>98,457</td>
</tr>
<tr>
<td>Speak English Less</td>
<td>4,905</td>
<td>5.9%</td>
<td>61,745</td>
</tr>
<tr>
<td>than Well (5 yrs. +)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


### 2.2 Population Projections and Forecasts

The COMPASS Communities in Motion 2040 2.0 forecast looks at data to formulate projections for population and growth rate. These trends provide valuable information for long-range transportation planning.
2.2.1 COMPASS

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 units permitted—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

<table>
<thead>
<tr>
<th>Year</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2025</th>
<th>2030</th>
<th>2035</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>96,820</td>
<td>98,370</td>
<td>102,030</td>
<td>120,679</td>
<td>131,406</td>
<td>141,600</td>
<td>150,574</td>
</tr>
<tr>
<td>Population % Change</td>
<td>-</td>
<td>1.6%</td>
<td>3.7%</td>
<td>-</td>
<td>8.9%</td>
<td>7.2%</td>
<td>5.9%</td>
</tr>
</tbody>
</table>


Members of the 2040 Comprehensive Plan Review Advisory Committee 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 when considering new development applications.

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 2040 CIM 2.0 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

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**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>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Review 2020 U.S. Census data and COMPASS 2040 CIM 2.0 model forecast to plan and identify future growth patterns</td>
<td>Economic Development, Public Works, Planning and Zoning</td>
<td>Staff time</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<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>Economic Development, Public Works, Planning and Zoning</td>
<td>Training costs</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
</tbody>
</table>
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 a 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, which includes Nampa, was 73.5%. In 2019, the HOI was 49.1%*. 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

3.1 Market and Community Factors
Factors that influence the housing market and suggested remedies:

3.1.1 Land
The largest parcels of undeveloped land in Nampa are in agricultural areas and are identified as Medium-Density Residential on the Future Land Use Map. Consequently, residents in these areas will be required to drive a long-distance to access commercial centers and agricultural land will be lost to a monotony of homes. Mixed-Use Residential, which allows for a mix of housing types and neighborhood-scale business to co-locate, has been specified in strategic locations to conserve agricultural land and reduce drive times. Utilities are often located near infill or ‘enclaved’ properties, providing an opportunity for mixed-use development without the cost of extending utility lines. Infill properties are located throughout the City; some within proximity to residential neighborhoods without services close by. **Nampa should seek to plan development patterns that are supported by infrastructure, reduces driving time to commercial services and conserves agricultural land and open space.**
3.1.2 Demand
Nampa has sustained rapid population growth for several decades (see Chapter 2). Ample water supply, access to recreation, family-oriented neighborhoods, a low crime rate, low real estate costs as compared to many regions of the country, and access to employment centers have attracted large numbers of new residents to Nampa and the Treasure Valley. The high demand for housing has contributed to real estate cost increases in recent years and has decreased the HOI. Reduced affordability has prevented entry-level and low-cost housing participants from entering the market. The Treasure Valley market has also driven demand in the Nampa Market, thus contributing to a reduction in affordability. Nampa should seek to mitigate pressures on affordability (reduced HOI) induced by periods of high demand while conserving the open space and resources that have made Nampa a viable and livable community.

3.1.3 Public Perception
Affordable housing is often stigmatized by skeptics as undesirable and a threat to the stability and character of neighborhoods. Residents often express concerns about poorly managed properties, unsightly buildings, lowered property values, no tax contribution, availability to only those on government assistance and burdens to roads and schools. Affordable housing buyers often include first-time home buyers, young families, single adults, seniors, low-income and middle-class families attempting to be upwardly mobile. “Affordable housing is not just another building being constructed, but a place where both the residents and other community members can interact. Whether it be social gatherings, recreational space or shared amenities, these affordable properties have the potential to be like any other market rate asset and can be viewed as such”.

‘Smart Growth’ principles that integrate affordable options with unique, attractive and innovative design have been implemented in successful projects and Master Planned Communities in other municipalities. This provides a model for Nampa decision-makers and stakeholders. Nampa should provide guidelines and opportunities for the development of master planned or planned unit development neighborhoods and encourage affordable housing.

3.1.4 Density
Density is often feared by the community, especially in area like Nampa with a strong agricultural history and connection to open vistas and privacy. Dense housing often engenders visions of large block buildings, paving, a loss of privacy and minimal landscaping. In order to have a ‘fit’ in the community, housing must be well designed and appropriately set into a site. It must have appropriate setbacks, variation in fenestration, architectural interest, well-designed streetscapes, open space, gathering areas, abundant landscaping, adequate parking, and other features that blend it into the fabric of the community. Streets must provide adequate capacity to handle the increased use, and there should be walking and biking access to pathways and commercial areas. The incorporation of dense development in strategic locations requires collaboration between City leaders, the development community and

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community at large. Standards and guidelines should provide direction without stifling creativity or impacting personal property rights.

3.1.5 Infrastructure
Land that is suited for a variety of development types may not have essential infrastructure available such as water, sewer, roads and emergency services. Nampa has opportunities for development that takes advantage of existing infrastructure, such as infill development. **Nampa should encourage the development of infill and other development projects that are close to infrastructure.**

3.1.6 Regulations
Zoning codes, building codes, subdivision ordinances, regulatory agency requirements related to housing are continually evolving based on changing technology, innovations in land and building development, and issues related to public health, safety and welfare. **Nampa should seek to simplify and clarify codes as regulations, technology and innovations change.**

3.1.7 Familiarity
Builders and the development community have often designed and constructed product types with which they are familiar on a repetitive basis. This is largely due to the planning and design costs associated with the integration of new products. **While being mindful of this, the City and development community should work together to conceptualize residential development with new innovations and products that add variety and interest.**

3.1.8 Housing Assistance
Organizations such as the Nampa Housing Authority, Neighborhood Housing Services, the City Community Development Department, local homeless shelters, group home facilities and many other social service organizations may assist in meeting housing needs.

3.2 Housing Characteristics
Nampa’s housing stock spans several eras. Downtown and older parts of the community have neighborhoods with classical craftsman or bungalow-style homes. Ranch style homes were built in the latter half of the 20th century. A few Tudor, Victorian, modern and post-modern homes have been constructed as well. Some housing stock is well constructed and in well-maintained condition; others less so. Some areas throughout the community contain mobile homes or manufactured homes. There are several duplexes, triplexes, quadplexes and other multi-family housing units in Nampa City Limits. In all cases, functionality, character and quality of housing stock is important to the City.

The City recognizes that there are opportunities to improve, redevelop or adapt current housing. This is reflected in the current zoning code that allows for smaller lot sizes, lot splits, location of duplex buildings in single family neighborhoods through Conditional Use Permits, etc. The City seeks to preserve historic structures in the downtown and other areas of the City, while encouraging a transition to ‘work/live’ redevelopment. Some neighborhoods are in transition from one land use to another or reside near unannexed property. These neighborhoods can experience conflicting uses, dilapidated structures, neglected landscaping, etc. The City and County are working to improve these areas through code enforcement and redevelopment efforts.

Much of Nampa’s housing has been developed in single-family residential units (79.2%). The remainder of the housing stock is in manufactured (5.9%) and multi-family (14.9%). About one-third of Nampa’s housing
stock of was built before 1979. Generally, these older homes are less energy efficient which reduces affordability and requires investment to update to current standards. New innovations in affordable housing, tiny homes, container housing, and other housing types are becoming a point of interest for several individuals and some developers.

### 3.2.1 Changing Demographics and Its Impact on Housing

According the American Association of Retired Persons (AARP), the changes in housing types have not kept up with the changing demographics in the United States. In 1950, over 40% of households contained a nuclear family (two parents with children) and 15% of households contained single person households. In 2015, 20% of households were nuclear family occupied, while 28% were single person households. In Nampa, 27.1% of households were 1-person occupied, with 28.5% 2-person, 14.7% 3-person and 29.6% 4 or more persons. By 2030, 1 in 5 people will be age 65 or older.\(^3\)

According to the US Census American Factfinder, in 2017, over 50% of homes in Nampa were 3-bedroom homes. Over 92% of the housing units built had 2 or more bedrooms. \(^4\) It appears that the current housing stock is not meeting the needs of current population demographics. Future housing in Nampa should include a variety of housing options that meet the current population housing needs.

### Exhibit 3-2: Detailed Housing Characteristics – Types of Structures

<table>
<thead>
<tr>
<th>Type of Structure</th>
<th>2016 # of Units</th>
<th>%</th>
<th>2017 # of Units</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-unit detached</td>
<td>22,067</td>
<td>75.1%</td>
<td>23,009</td>
<td>75.0%</td>
</tr>
<tr>
<td>1-unit attached</td>
<td>1,234</td>
<td>4.2%</td>
<td>1,295</td>
<td>4.2%</td>
</tr>
<tr>
<td>2 units</td>
<td>970</td>
<td>3.3%</td>
<td>998</td>
<td>3.3%</td>
</tr>
<tr>
<td>3-4 units</td>
<td>1,587</td>
<td>5.4%</td>
<td>1,713</td>
<td>5.6%</td>
</tr>
<tr>
<td>5-9 units</td>
<td>705</td>
<td>2.4%</td>
<td>708</td>
<td>2.3%</td>
</tr>
<tr>
<td>10 or more units</td>
<td>999</td>
<td>3.4%</td>
<td>1,142</td>
<td>3.7%</td>
</tr>
<tr>
<td>Mobile/ Manufactured</td>
<td>1,792</td>
<td>6.1%</td>
<td>1,796</td>
<td>5.9%</td>
</tr>
<tr>
<td>Total</td>
<td>29,384</td>
<td>100%</td>
<td>30,661</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2016 and American Fact Finder 2013-2017 American Community Survey 5-Year Estimates

### Exhibit 3-3: Housing Stock 2012-2016

<table>
<thead>
<tr>
<th>Year Structure Built</th>
<th>City of Nampa</th>
<th>Canyon County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Number Built 2014 to 2017</td>
<td>335</td>
<td>1.1%</td>
</tr>
<tr>
<td>Number Built 2010 through 2013</td>
<td>877</td>
<td>2.9%</td>
</tr>
<tr>
<td>Number Built 2000 through 2009</td>
<td>9,424</td>
<td>30.7%</td>
</tr>
<tr>
<td>Number Built 1980 through 1999</td>
<td>10,693</td>
<td>34.9%</td>
</tr>
<tr>
<td>Number Built 1960 through 1979</td>
<td>5,232</td>
<td>17.1%</td>
</tr>
</tbody>
</table>

---

\(^2\) American Fact Finder 2013-2017 American Community Survey 5-Year Estimates  
\(^3\) AARP.org/Making Room  
\(^4\) U.S. Census Bureau, 2016 and American Fact Finder 2013-2017 American Community Survey 5-Year Estimates
## Housing Stock

<table>
<thead>
<tr>
<th>Year Structure Built</th>
<th>City of Nampa</th>
<th>Canyon County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Number Built 1940 through 1959</td>
<td>2,568</td>
<td>8.4%</td>
</tr>
<tr>
<td>Number Built 1939 or earlier</td>
<td>1,532</td>
<td>5.0%</td>
</tr>
</tbody>
</table>

Source: U. S. Census Bureau, 2016 and American Fact Finder 2013-2017 American Community Survey 5-Year Estimates

### Exhibit 3-4: Housing Characteristics – Rooms per Unit

<table>
<thead>
<tr>
<th>Housing Characteristics</th>
<th>Nampa 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Rooms Per Unit</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>578</td>
</tr>
<tr>
<td>2</td>
<td>618</td>
</tr>
<tr>
<td>3</td>
<td>1,719</td>
</tr>
<tr>
<td>4</td>
<td>5,035</td>
</tr>
<tr>
<td>5</td>
<td>8,215</td>
</tr>
<tr>
<td>6</td>
<td>6,615</td>
</tr>
<tr>
<td>7</td>
<td>4,316</td>
</tr>
<tr>
<td>8</td>
<td>2,391</td>
</tr>
<tr>
<td>9 or more</td>
<td>2,861</td>
</tr>
<tr>
<td>Median # of rooms per house</td>
<td>5.5</td>
</tr>
<tr>
<td>Total</td>
<td>32,348</td>
</tr>
</tbody>
</table>

### Number of Bedrooms per Unit

<table>
<thead>
<tr>
<th>Number of Bedrooms per Unit</th>
<th>Nampa 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>No bedroom</td>
<td>646</td>
</tr>
<tr>
<td>1-bedroom</td>
<td>1,576</td>
</tr>
<tr>
<td>2-bedroom</td>
<td>6,682</td>
</tr>
<tr>
<td>3-bedroom</td>
<td>16,474</td>
</tr>
<tr>
<td>4-bedroom</td>
<td>5,699</td>
</tr>
<tr>
<td>5 or more bedrooms</td>
<td>1,280</td>
</tr>
<tr>
<td>Total housing units</td>
<td>32,348</td>
</tr>
</tbody>
</table>

### Occupants Per Room

<table>
<thead>
<tr>
<th>Occupants Per Room</th>
<th>Nampa 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 or less</td>
<td>29,506</td>
</tr>
<tr>
<td>1.01 to 1.50</td>
<td>974</td>
</tr>
<tr>
<td>1.51 or more</td>
<td>181</td>
</tr>
</tbody>
</table>

### Household Size

<table>
<thead>
<tr>
<th>Household Size</th>
<th>Nampa 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-person</td>
<td>27.1%</td>
</tr>
<tr>
<td>2-person</td>
<td>28.5%</td>
</tr>
<tr>
<td>3-person</td>
<td>14.7%</td>
</tr>
<tr>
<td>4 or more persons</td>
<td>29.6%</td>
</tr>
</tbody>
</table>

Source: U. S. Census Bureau, 2016 and American Fact Finder 2013-2017 American Community Survey 5-Year Estimates
3.3 Manufactured Homes and Manufactured Homes Communities

Idaho Code 67-6502 states the purpose of the Local Planning Act “shall be to promote the health, safety, and general welfare of the people of the State of Idaho as follows: To protect property rights while making accommodations for other necessary types of development such as low-cost housing and mobile home parks.” Idaho Code 67-6509B states a City or a County shall not adopt or enforce zoning, community development or subdivision ordinance provisions, which disallow the plans and specifications of a manufactured housing community solely because the housing within the community will be manufactured housing. Applications for development of manufactured home communities shall be treated the same as those for site-built homes.

“Manufactured housing community” means, any site, lot or tract of land upon which ten (10) or more manufactured homes may be sited. A manufactured housing community may feature either fee simple land sales or land leased or rented by the homeowner. Manufactured home communities should meet the same requirements as a typical housing development or subdivision. Manufactured homes should meet certain construction and siting criteria as allowed by the State of Idaho. Manufactured homes design features should be no different from a single-family stick-built home. According to state law, manufactured homes should be allowed in the City in the same locations as a stick-built home. Design features that should be considered include placing the manufactured home on a permanent foundation, having pitched roofs rather than flat roofs, siding and other housing standards such as a traditional single-family dwelling unit.

Mobile homes are regulated by the United States Department of Housing and Urban Development (HUD), via the Federal National Manufactured Housing Construction and Safety Standards Act of 1974. Mobile homes, which were constructed prior to 1974, should comply with the uniform building codes. Mobile homes that do not comply with the uniform building codes or current safety standards can be a public hazard. There are 37 established mobile home/manufactured home parks with approximately 811 manufactured and mobile home lots within the City limits. Manufactured housing can be an affordable option to traditional ‘stick-built’ housing.

<table>
<thead>
<tr>
<th>#</th>
<th>Name/Address</th>
<th>Lots</th>
<th>#</th>
<th>Name/Address</th>
<th>Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Airport Village MHP, 318 N. 40th St.</td>
<td>30</td>
<td>18</td>
<td>Harmony Heights, 320 Airport Rd.</td>
<td>26</td>
</tr>
<tr>
<td>2</td>
<td>B &amp; B MHP, 125 1st St. N.</td>
<td>0</td>
<td>19</td>
<td>Karcher Mobile Home Park, 1410</td>
<td>151</td>
</tr>
<tr>
<td>3</td>
<td>Bailey MHP 1, 2 &amp; 3, 4114 Airport Rd.</td>
<td>40</td>
<td>20</td>
<td>Karcher Village, 2219 Caldwell Blvd.</td>
<td>51</td>
</tr>
<tr>
<td>4</td>
<td>Bobs Mobile Home Park, 412 10th Ave.</td>
<td>8</td>
<td>21</td>
<td>Kings Court, 616 N. Kings Rd.</td>
<td>25</td>
</tr>
<tr>
<td>5</td>
<td>Country Living, 575 Caldwell Blvd.</td>
<td>58</td>
<td>22</td>
<td>Maple View MHP, 316 E. Carol</td>
<td>12</td>
</tr>
<tr>
<td>6</td>
<td>Country Style, 16983 Ten Ln.</td>
<td>23</td>
<td>23</td>
<td>Mason Creek, 1112 3rd Ave. N.</td>
<td>32</td>
</tr>
<tr>
<td>7</td>
<td>Evergreen Mobile Home Park, 2819</td>
<td>140</td>
<td>24</td>
<td>Midway Park Addition, 11224 Hunt Ave.</td>
<td>24</td>
</tr>
<tr>
<td>8</td>
<td>Flamingo I, 1320 W. Flamingo</td>
<td>25</td>
<td>25</td>
<td>Morales Park, 2647 2nd St. S.</td>
<td>6</td>
</tr>
<tr>
<td>9</td>
<td>Flamingo II, 1320 W. Flamingo</td>
<td>22</td>
<td>26</td>
<td>OK Mobile Home Park, 1401 N. Midland</td>
<td>34</td>
</tr>
<tr>
<td>10</td>
<td>Flamingo III, 1320 W. Flamingo</td>
<td>22</td>
<td>27</td>
<td>Rushmore, 917 39th St N.</td>
<td>22</td>
</tr>
<tr>
<td>11</td>
<td>Gem Mobile Home Park, 914 N. Midland</td>
<td>34</td>
<td>28</td>
<td>Silvercrest Estates, 1907 W. Flamingo</td>
<td>170</td>
</tr>
<tr>
<td>12</td>
<td>Green Acres, 816 N. Midland</td>
<td>40</td>
<td>29</td>
<td>Stephens MHP, 411 1st St. N.</td>
<td>9</td>
</tr>
<tr>
<td>13</td>
<td>Happy Valley I, 4316 Airport Rd.</td>
<td>93</td>
<td>30</td>
<td>Stringers MHP, 5022 Airport Rd.</td>
<td>5</td>
</tr>
<tr>
<td>14</td>
<td>Happy Valley II, 4316 Airport Rd.</td>
<td>56</td>
<td>31</td>
<td>Swords Mobile Home Park, 139 2nd</td>
<td>10</td>
</tr>
<tr>
<td>15</td>
<td>Happy Valley III, 4316 Airport Rd.</td>
<td>43</td>
<td>32</td>
<td>Victorian Station, 711 4th Ave. N.</td>
<td>32</td>
</tr>
<tr>
<td>16</td>
<td>Happy Valley IV, 4316 Airport Rd.</td>
<td>45</td>
<td>33</td>
<td>Village MHP, 1124 3rd St. N.</td>
<td>16</td>
</tr>
<tr>
<td>17</td>
<td>Happy Valley V, 630 N. 39th St.</td>
<td>34</td>
<td>34</td>
<td>West Pine Manor, 1715 W. Flamingo</td>
<td>73</td>
</tr>
</tbody>
</table>

Source: City of Nampa, Building Department, 2017
The Idaho Mobile Home Park Landlord-Tenant Act (Title 55, Section 2010 Subsection (2)) requires mobile home park landowners to provide a 90-day notice to the mobile homeowners who reside on their properties prior to sale of the property. This 90-day period allows mobile homeowners the opportunity to relocate before potentially being evicted. This may pose a problem for residents who may be required to find another space and move their units within this timeframe.

3.4 Housing Building Permits
Exhibit 3-5 shows the number of residential building permits that were issued from 2015 to 2018. Between 2017 and 2018, the number of building permits issued for Single-Family homes increased 63.6%, Multi-Family Dwelling Units increased by 258.6% - totaling a 93.3% overall annual increase. This highlights the growth in residential development experienced in Nampa over the past three years.

<table>
<thead>
<tr>
<th>Year Permit Issued</th>
<th>Single-Family Units</th>
<th>Multi-family Dwelling Units</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>359</td>
<td>10</td>
<td>369</td>
</tr>
<tr>
<td>2016</td>
<td>299</td>
<td>49</td>
<td>348</td>
</tr>
<tr>
<td>2017</td>
<td>497</td>
<td>29</td>
<td>526</td>
</tr>
<tr>
<td>2018</td>
<td>813</td>
<td>104</td>
<td>1017</td>
</tr>
</tbody>
</table>

Source: Nampa Building Permit Records, Calendar year 2015

3.5 Housing Tenure and Occupancy
According to the 2017 US Census and 2017 American Community Survey, the number of Owner-occupied homes dropped 2% from 2010 to 2017, while the number of renter-occupied homes increased 6%.

---

6 Source: Nampa Building Permit Records, Calendar year 2018
### Exhibit 3-7: Housing Tenure

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Occupants</td>
<td>Percent of Units</td>
</tr>
<tr>
<td>Owner-Occupied housing units</td>
<td>18,238</td>
<td>59.8%</td>
</tr>
<tr>
<td>Renter-Occupied housing units</td>
<td>9,491</td>
<td>31.1%</td>
</tr>
<tr>
<td>Total Housing Occupancy</td>
<td>27,729</td>
<td>90.9%</td>
</tr>
</tbody>
</table>


The number of occupied homes increased 4% from 2010 to 2017, reflecting a vacancy rate of 5.1% in 2017.

### Exhibit 3-8: Housing Occupancy 2010-2017

<table>
<thead>
<tr>
<th>Type of Units</th>
<th>2010</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of units</td>
<td>Percent of Units</td>
</tr>
<tr>
<td>Total housing units</td>
<td>27,729</td>
<td>90.9%</td>
</tr>
<tr>
<td>Vacant units</td>
<td>2,778</td>
<td>9.1%</td>
</tr>
<tr>
<td>Total</td>
<td>30,507</td>
<td>100%</td>
</tr>
</tbody>
</table>


Exhibit 3-8 describes how much a household pays for housing versus their annual income. According to HUD, families who pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care.7 Lending industry models suggests that a household debt-to-income ratio should not exceed 43 percent in order to be able to obtain a mortgage.8 The 2017 American Factfinder estimates for the City of Nampa show that 31.2 percent of all households and 42.6 percent of renters pay 30 percent or more of their wages for housing.

---


## Exhibit 3-9: Cost as a Percentage of Household Income

<table>
<thead>
<tr>
<th>Monthly Housing Cost as a Percentage of Household Income</th>
<th>Nampa 2017</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Occupied</td>
<td>Owner-Occupied</td>
</tr>
<tr>
<td></td>
<td>#</td>
<td>%</td>
</tr>
<tr>
<td>Occupied housing units</td>
<td>30,661</td>
<td>100%</td>
</tr>
</tbody>
</table>

### MONTHLY HOUSING COSTS

<table>
<thead>
<tr>
<th>Monthly Income</th>
<th>Less than $300</th>
<th>$300 to $499</th>
<th>$500 to $799</th>
<th>$800 to $999</th>
<th>$1,000 to $1,499</th>
<th>$1,500 to $1,999</th>
<th>$2,000 to $2,499</th>
<th>$2,500 to $2,999</th>
<th>$3,000 or more</th>
<th>No cash rent</th>
</tr>
</thead>
<tbody>
<tr>
<td>#</td>
<td>2,442</td>
<td>3,490</td>
<td>7,137</td>
<td>6,508</td>
<td>8,787</td>
<td>1,508</td>
<td>252</td>
<td>147</td>
<td>25</td>
<td>365</td>
</tr>
<tr>
<td>%</td>
<td>8.0%</td>
<td>11.4%</td>
<td>23.3%</td>
<td>21.2%</td>
<td>28.7%</td>
<td>4.9%</td>
<td>0.8%</td>
<td>0.5%</td>
<td>0.1%</td>
<td>1.2%</td>
</tr>
<tr>
<td>#</td>
<td>2,203</td>
<td>2,619</td>
<td>3,356</td>
<td>3,238</td>
<td>5,554</td>
<td>1,415</td>
<td>180</td>
<td>116</td>
<td>25</td>
<td>(X)</td>
</tr>
<tr>
<td>%</td>
<td>11.8%</td>
<td>14.0%</td>
<td>17.9%</td>
<td>17.3%</td>
<td>29.7%</td>
<td>7.6%</td>
<td>1.0%</td>
<td>0.6%</td>
<td>0.1%</td>
<td>(X)</td>
</tr>
<tr>
<td>#</td>
<td>239</td>
<td>871</td>
<td>3,781</td>
<td>3,270</td>
<td>3,233</td>
<td>93</td>
<td>72</td>
<td>31</td>
<td>0</td>
<td>365</td>
</tr>
<tr>
<td>%</td>
<td>2.0%</td>
<td>7.3%</td>
<td>31.6%</td>
<td>27.4%</td>
<td>27.0%</td>
<td>0.8%</td>
<td>0.6%</td>
<td>0.3%</td>
<td>0.0%</td>
<td>3.1%</td>
</tr>
</tbody>
</table>

### MONTHLY HOUSING COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME - PRIOR 12 MONTHS

<table>
<thead>
<tr>
<th>Monthly Income</th>
<th>Less than $20,000</th>
<th>Less than $20 percent</th>
<th>20 to 29 percent</th>
<th>30 percent or more</th>
<th>$20,000 to $34,999</th>
<th>Less than $20 percent</th>
<th>20 to 29 percent</th>
<th>30 percent or more</th>
<th>$35,000 to $49,999</th>
<th>Less than $20 percent</th>
<th>20 to 29 percent</th>
<th>30 percent or more</th>
<th>$50,000 to $74,999</th>
<th>Less than $20 percent</th>
<th>20 to 29 percent</th>
<th>30 percent or more</th>
<th>$75,000 or more</th>
<th>Less than $20 percent</th>
<th>20 to 29 percent</th>
<th>30 percent or more</th>
<th>Zero/negative income</th>
<th>No cash rent</th>
</tr>
</thead>
<tbody>
<tr>
<td>#</td>
<td>4,367</td>
<td>291</td>
<td>326</td>
<td>3,750</td>
<td>6,460</td>
<td>1,321</td>
<td>1,354</td>
<td>3,785</td>
<td>5,782</td>
<td>1,754</td>
<td>2,640</td>
<td>492</td>
<td>6,393</td>
<td>5,711</td>
<td>654</td>
<td>980</td>
<td>365</td>
<td>2,442</td>
<td>3,490</td>
<td>7,137</td>
<td>6,508</td>
<td>8,787</td>
</tr>
<tr>
<td>%</td>
<td>14.2%</td>
<td>0.9%</td>
<td>1.1%</td>
<td>12.2%</td>
<td>21.1%</td>
<td>4.3%</td>
<td>4.4%</td>
<td>12.3%</td>
<td>18.9%</td>
<td>5.7%</td>
<td>8.6%</td>
<td>1.6%</td>
<td>20.9%</td>
<td>18.6%</td>
<td>2.1%</td>
<td>3.2%</td>
<td>1.2%</td>
<td>8.0%</td>
<td>11.4%</td>
<td>23.3%</td>
<td>21.2%</td>
<td>28.7%</td>
</tr>
<tr>
<td>#</td>
<td>2,013</td>
<td>283</td>
<td>221</td>
<td>1,509</td>
<td>3,225</td>
<td>1,073</td>
<td>538</td>
<td>1,614</td>
<td>3,499</td>
<td>1,426</td>
<td>2,460</td>
<td>492</td>
<td>5,049</td>
<td>4,413</td>
<td>613</td>
<td>84</td>
<td>365</td>
<td>2,203</td>
<td>2,619</td>
<td>3,356</td>
<td>3,238</td>
<td>5,554</td>
</tr>
<tr>
<td>%</td>
<td>10.8%</td>
<td>1.5%</td>
<td>1.2%</td>
<td>8.1%</td>
<td>17.2%</td>
<td>5.7%</td>
<td>2.9%</td>
<td>8.6%</td>
<td>18.7%</td>
<td>7.6%</td>
<td>13.2%</td>
<td>2.6%</td>
<td>27.0%</td>
<td>23.6%</td>
<td>3.3%</td>
<td>0.4%</td>
<td>39%</td>
<td>11.8%</td>
<td>14.0%</td>
<td>17.9%</td>
<td>17.3%</td>
<td>29.7%</td>
</tr>
<tr>
<td>#</td>
<td>2,354</td>
<td>8</td>
<td>105</td>
<td>2,241</td>
<td>3,235</td>
<td>248</td>
<td>816</td>
<td>2,171</td>
<td>2,283</td>
<td>328</td>
<td>722</td>
<td>0</td>
<td>1,344</td>
<td>1,298</td>
<td>679</td>
<td>896</td>
<td>365</td>
<td>239</td>
<td>871</td>
<td>3,781</td>
<td>93</td>
<td>72</td>
</tr>
<tr>
<td>%</td>
<td>19.7%</td>
<td>0.1%</td>
<td>0.9%</td>
<td>18.7%</td>
<td>27.1%</td>
<td>2.1%</td>
<td>6.8%</td>
<td>18.2%</td>
<td>19.1%</td>
<td>2.7%</td>
<td>6.0%</td>
<td>0</td>
<td>11.2%</td>
<td>10.9%</td>
<td>5.7%</td>
<td>7.5%</td>
<td>3.1%</td>
<td>2.0%</td>
<td>7.3%</td>
<td>31.6%</td>
<td>27.4%</td>
<td>27.0%</td>
</tr>
</tbody>
</table>

3.6 Housing Values and Rents

The median price of a home in Nampa raised from $120,900 to $133,900 from 2010 to 2017 – a 10.8% increase. In 2018, the median home price was $192,200 and in 2019 it was $224,500. The table in Exhibit 3-9 below demonstrates the percentage of home values of owner-occupied units in 2010 and 2017.

Exhibit 3-10: Housing Values - City of Nampa

<table>
<thead>
<tr>
<th>Housing Value Owner-occupied</th>
<th>2010</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>#</td>
<td>% of Units</td>
</tr>
<tr>
<td>Less than $50,000</td>
<td>1,125</td>
<td>6.3%</td>
</tr>
<tr>
<td>$50,000 to $99,000</td>
<td>2,544</td>
<td>14.3%</td>
</tr>
<tr>
<td>$100,000 to $149,000</td>
<td>6,084</td>
<td>34.2%</td>
</tr>
<tr>
<td>$150,000 to $199,000</td>
<td>4,651</td>
<td>26.1%</td>
</tr>
<tr>
<td>$200,000 to $299,000</td>
<td>2,548</td>
<td>14.3%</td>
</tr>
<tr>
<td>$300,000 to $499,000</td>
<td>744</td>
<td>4.2%</td>
</tr>
<tr>
<td>$500,000 to $999,000</td>
<td>96</td>
<td>0.5%</td>
</tr>
<tr>
<td>$1,000,000 or more</td>
<td>9</td>
<td>0.1%</td>
</tr>
<tr>
<td>Median (dollars)</td>
<td>$143,700</td>
<td></td>
</tr>
</tbody>
</table>


Exhibit 3-11: Median Home Price (2018-2019)

<table>
<thead>
<tr>
<th>Median Home Price</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$192,200</td>
<td>$224,500</td>
</tr>
</tbody>
</table>


Exhibit 3-12: Monthly Owner Costs

<table>
<thead>
<tr>
<th>Monthly Owner Costs</th>
<th>Nampa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Units with a Mortgage</td>
<td></td>
</tr>
<tr>
<td>Less than $500</td>
<td>390</td>
</tr>
<tr>
<td>$500 - $999</td>
<td>8,813</td>
</tr>
<tr>
<td>$1,000 - $1,499</td>
<td>5,554</td>
</tr>
<tr>
<td>$1,500 - $1,999</td>
<td>1,415</td>
</tr>
<tr>
<td>$2,000 - $2,499</td>
<td>180</td>
</tr>
<tr>
<td>$2,500 - $2,999</td>
<td>116</td>
</tr>
<tr>
<td>$3,000 or more</td>
<td>25</td>
</tr>
<tr>
<td>Median (dollars)</td>
<td>$1,041</td>
</tr>
</tbody>
</table>

Monthly Owner Cost

<table>
<thead>
<tr>
<th>Monthly Owner Cost</th>
<th>Nampa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Units Without a Mortgage</td>
<td></td>
</tr>
<tr>
<td>Less than $250</td>
<td>1,403</td>
</tr>
<tr>
<td>$250 - $399</td>
<td>2,009</td>
</tr>
<tr>
<td>$400 - $599</td>
<td>1,481</td>
</tr>
</tbody>
</table>

$600 - $799 | 258
$800 - $999 | 62
$1,000 or more | 0
Median (dollars) | $325

<table>
<thead>
<tr>
<th>Gross Rent</th>
<th>Nampa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $500</td>
<td>1,110</td>
</tr>
<tr>
<td>$500 - $999</td>
<td>7,051</td>
</tr>
<tr>
<td>$1,000 - $1,499</td>
<td>3,233</td>
</tr>
<tr>
<td>$1,500 - $1,999</td>
<td>93</td>
</tr>
<tr>
<td>$2,000 - $2,499</td>
<td>72</td>
</tr>
<tr>
<td>$2,500 - $2,999</td>
<td>31</td>
</tr>
<tr>
<td>$3,000 or more</td>
<td>0</td>
</tr>
<tr>
<td>Median (dollars)</td>
<td>$862</td>
</tr>
</tbody>
</table>

Source: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF

3.7 Source of Heating

Nampa residents use various forms of fuel for heating including electricity, natural and light propane gas, fuel oil, wood, etc. Due to topography and weather patterns, the Treasure Valley is subject to wintertime inversions. During an inversion, colder, heavier air settles into the valley while warm air rises above the inversion. This causes air stagnation as the cold air and accumulating air pollution is trapped. The pollution builds up under the inversion until a strong weather system moves through and mixes the air. Wood burning produces particulates that are unhealthy and contribute to poor air quality. According to the U.S. Census Bureau, 1.5% of Nampa residents use wood as their primary source of heating\(^\text{10}\).


<table>
<thead>
<tr>
<th>Home Heating Fuel</th>
<th>2017</th>
<th>Percentage of Users</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utility gas</td>
<td>22,220</td>
<td>72.5%</td>
</tr>
<tr>
<td>Bottled, tank, or LP gas</td>
<td>477</td>
<td>1.6%</td>
</tr>
<tr>
<td>Electricity</td>
<td>7,281</td>
<td>23.7%</td>
</tr>
<tr>
<td>Fuel oil, kerosene, etc.</td>
<td>106</td>
<td>0.3%</td>
</tr>
<tr>
<td>Coal or coke</td>
<td>33</td>
<td>0.1%</td>
</tr>
<tr>
<td>Wood</td>
<td>447</td>
<td>1.5%</td>
</tr>
<tr>
<td>No fuel used</td>
<td>97</td>
<td>0.3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>30,661</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>


---

\(^{10}\) Idaho Dept. of Environmental Quality, Air-Quality-Plans-Reports, downloaded April 29, 2019 (https://deq.idaho.gov/regional-offices-issues/boise/air-quality-plans-reports.aspx)
Selected Characteristics | Number | Percent of Units |
--- | --- | --- |
Lacking complete plumbing facilities | 150 | 0.5% |
Lacking complete kitchen facilities | 289 | 0.9% |


Housing units* | 2010 | 2019 | 2025 | 2030 | 2035 | 2040 |
--- | --- | --- | --- | --- | --- | --- |
Population | 91,691 | 105,158 | 120,679 | 131,406 | 141,600 | 150,574 |
Housing units* | 31,350 | 36,216 | 42,283 | 46,791 | 51,304 | 55,468 |

Source: COMPASS Southwest Idaho downloaded April 19, 2019 (http://www.compassidaho.org/documents/prodserv/demo/r5web.pdf)

* Housing unit – A housing unit may be a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or, if vacant, intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live separately from any other people in the building and which have direct access from outside the building or through a common hall.

### 3.8 Nampa Group Housing

Group housing data is collected for two categories of facilities: institutional and non-institutional. Institutional includes residences such as correctional facilities, nursing homes, and psychiatric hospitals. Non-institutional includes residences such as college dormitories, military barracks, and adult group homes.

<table>
<thead>
<tr>
<th>Location</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nampa</td>
<td>Canyon County</td>
</tr>
<tr>
<td>Student housing for institutes of higher learning (includes on/off campus quarters)</td>
<td>658</td>
</tr>
<tr>
<td>Nursing Homes</td>
<td>496</td>
</tr>
<tr>
<td>People in local jails and other confinement facilities (including police lockups)</td>
<td>0</td>
</tr>
<tr>
<td>Job Corps and vocational training facilities</td>
<td>242</td>
</tr>
<tr>
<td>Other non-institutional group quarters</td>
<td>120</td>
</tr>
<tr>
<td>Schools, hospitals, or wards for the mentally ill/retarded</td>
<td>119</td>
</tr>
<tr>
<td>Other group homes</td>
<td>79</td>
</tr>
<tr>
<td>Location</td>
<td>Nampa</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>Halfway houses</td>
<td>66</td>
</tr>
<tr>
<td>Homes for abused, dependent, and neglected children</td>
<td>0</td>
</tr>
<tr>
<td>Homes for the mentally retarded</td>
<td>43</td>
</tr>
<tr>
<td>Other non-household living situations</td>
<td>0</td>
</tr>
<tr>
<td>Training schools for juvenile delinquents</td>
<td>0</td>
</tr>
<tr>
<td>Half-way houses for drug/alcohol abuse</td>
<td>7</td>
</tr>
<tr>
<td>People in wards in general hospitals for patients who have no usual home elsewhere</td>
<td>2</td>
</tr>
<tr>
<td>Homes for the mentally ill*</td>
<td>7</td>
</tr>
<tr>
<td>Hospitals or wards for drug/alcohol abuse</td>
<td>3</td>
</tr>
<tr>
<td>Hospitals/wards and hospices for chronically ill</td>
<td>2</td>
</tr>
<tr>
<td>People in hospices or homes for chronically ill</td>
<td>2</td>
</tr>
<tr>
<td>Short-term care, detention or diagnostic centers for delinquent children</td>
<td>0</td>
</tr>
<tr>
<td>People in other non-institutional group quarters – Idaho State School and Hospital</td>
<td>485</td>
</tr>
<tr>
<td>People in religious group quarters</td>
<td>0</td>
</tr>
<tr>
<td>People in homeless shelters</td>
<td>na</td>
</tr>
<tr>
<td>Total</td>
<td>2,331</td>
</tr>
</tbody>
</table>

Source: City Data People in group quarters in Nampa in 2010 (http://www.city-data.com/city/Nampa-Idaho.html)

### 3.9 Community Development

The City of Nampa administers the Community Development Block Grant (CDBG) program through the Community Development Division of the Economic Development Department. The U.S. Department of Housing and Urban Development (HUD) allocates funds to the City on an annual basis to be used to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities. Every year, the City of Nampa accepts applications from the community for projects that primarily benefit low- and moderate-income persons.
3.9.1 Nampa’s Consolidated Plan:
The Community Development Division develops the Consolidated Plan and Fair Housing Assessment for the City of Nampa. The current plan covers FY 2017–2021. The Consolidated Plan contains an analysis of demographic and economic conditions in the City, a review of housing conditions and affordability, an analysis of housing and community development needs, including needs of special population groups, and a review of fair housing barriers.

The purpose of the Consolidated Plan is:

a. To identify a City’s or State’s housing and community development needs, priorities, goals and strategies; and

b. To stipulate how funds will be allocated to housing and community development activities.

3.9.1.1 Housing Needs

The Consolidated Plan identified Five-Year Goals and Recommendation Action Items:

1) Increase and preserve the supply of permanent, quality affordable housing for low- and moderate-income households.

2) Strengthen supports and housing options for special needs populations, prioritizing victims of domestic violence and persons with disabilities.

3) Reduce homelessness.11

These issues were expressed by the 2040 Comprehensive Plan Update Review Committee as ‘Affordable Housing’ and are one of the top 10 priorities being utilized by City Staff to determine Action Plans for the next 5 years.

3.9.2 Fair Housing Act

The Federal Fair Housing Act, passed in 1968 prohibits discrimination in housing based on race, color, national origin, religion, gender, sex, familial status and disability. The Fair Housing Act covers most types of housing including rental housing, home sales, mortgages, and home improvement lending and land use and zoning. There have been various amendments such as the Americans with Disability Act 1988 and the Housing for Older Persons Act of 1995 (HOPA).12

The City of Nampa embraces the Fair Housing Act of 1968 and its amendments and is committed to the policy of affirmatively furthering fair housing within its jurisdiction.

The Consolidated plan addresses the following fair housing impediments:

- Limitations in public transportation. In general, there is limited transit service in Nampa serving low-income, seniors or persons with disabilities on a regular basis.
- Road and Sidewalk improvements are the largest need
- There are too many vacant businesses
- Some sidewalks need accessibility improvements

3.9.3 Homelessness

Homelessness is an issue facing many citizens in Idaho. A person can be categorized as ‘homeless’ when they do not have a regular dwelling unit to live in.

11 SOURCE: Consolidated Plan and Fair Housing Assessment FY 2017-2022

The US Department of Housing and Urban Development provided two definitions for homelessness:

- **Chronically Homeless Person** - An unaccompanied homeless individual with a disabling condition, or a family with at least one adult member who has a disabling condition, who has either been continuously homeless for a year or more OR has had at least four episodes of homelessness in the past three years.
- The homeless person must have been sleeping in a place not meant for human habitation (e.g. living on the streets) and/or in emergency shelter at the time of the PIT count.\(^\text{13}\)

It would be expected the 10 largest cities in the State would be impacted the most regarding homeless issues.

### 3.9.3.1 Point in Time Count

Since 2005 Idaho has conducted an annual Point-in-Time (PIT) Count of the homeless in the State. The data from this count helps determine the amount of funding awarded for Idaho’s homeless programs. The count helps community leaders understand the changes in trends among the homeless populations and it raises public awareness of the issue.

The primary goal of the PIT Count is to provide a one-night “snapshot” of the number of homeless persons who are either living on the streets, in places not meant for habitation, or are currently residing in emergency shelters or homeless transitional housing projects.

Using HUD’s definition of homelessness for the PIT count, Continuum of Care (CoC) networks are instructed to count all adults, children in households, and unaccompanied youth who, on the night of the count, reside in one of the places described below:

- An unsheltered homeless person resides in a place not meant for human habitation, a vehicle or on the streets. Included in this count are people in temporary tents, encampments, and warming centers.

- A sheltered homeless person resides in an emergency shelter, transitional housing or supportive housing for homeless persons who originally came from the streets or emergency shelters. HUD’s definition of homelessness for the PIT count does not include persons who may be staying with friends or relatives, in a hotel/motel, in a treatment facility or in jail. Persons in these circumstances are defined as precariously housed and are often characterized as being at imminent risk of becoming homeless.\(^\text{14}\)

The results of Idaho’s statewide Point-in-Time Count for all regions of the State except for Ada County the night of January 23, 2019 are as follows:

- 1,602 sheltered and unsheltered individuals and persons counted as homeless.
  - This includes:
    - 1,005 total households
    - 375 Children (under age 18)
    - 178 Young Adults (age 18 to 24)
    - 1,049 Adults (over age 24)
    - 694 Female
    - 906 Male
    - 0 Transgender
    - 2 Gender non-conforming

---

\(^{13}\) [http://www.healthandwelfare.idaho.gov/LinkClick.aspx?fileticket=pQDRl8CRxo%3D&tabid=258&mid=1854](http://www.healthandwelfare.idaho.gov/LinkClick.aspx?fileticket=pQDRl8CRxo%3D&tabid=258&mid=1854)

3.10 Public Housing
Nampa Housing Authority (NHA) is one of two public housing agencies in the City of Nampa that provides housing for low-income families. Public housing agencies are divided into two areas, public housing where the agency owns and operates its own properties, and Section 8 which allows the recipient to have a voucher that follows the recipient. NHA has 142 units available throughout the City, ranging in size from 1-4 bedrooms.

Southwestern Idaho Cooperative Housing Authority (SICHA) provides Section 8 vouchers to residents throughout the Southwestern part of our state including Canyon County and the City of Nampa which has between 405 and 411 vouchers.

3.11 Affordable Housing
Affordable housing is calculated using median income as a baseline. Although the term is often applied to rental housing, the concept is applicable to both renters and purchasers in all income ranges.

3.11.1 Calculating Affordability
As was discussed earlier in Section 3.5, according to HUD, families who pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. Total debts should not exceed 33 to 36 percent of the homeowner’s income.

3.11.2 Affordable Housing in Nampa
The 2017 American Factfinder estimates for the City of Nampa show that 31.2 percent of all households and 42.6 percent of renters pay 30 percent or more of their wages for housing. As was mentioned earlier in this chapter, the Housing Affordability Index states that 48.4% of housing in 2018 was deemed affordable (see Exhibit 3.1).

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18 US Census Bureau American Fact Finder 2013-2017 American Community Survey 5-Year Estimates
3.11.3 Property Values
Property values have increased 14% over the last year, whereas the average median income increased 2.8%\(^1\). Assessments on some properties have increased such that individuals on limited or low-income are being taxed out of their homes. The same applies to renters who absorb the cost of property tax increases passed on by landlords in the form of rent increases. The higher property valued Ada County housing market is driving individuals farther into less expensive markets in Canyon, Gem and Payette Counties, thus increasing commute times and raising housing costs.

3.11.4 Options to Improve Housing Affordability
Housing costs are largely driven by demand, the cost of land, the cost of materials, the cost of labor, business overhead and profit margins. The City should encourage the development of residential development that increases the quantity of affordable housing units:

- Current zoning codes for single-family residential areas are limited to a minimum lot size and building height. The Comprehensive Plan determines residential land use settings by density. Few options are available for developers to achieve higher single-family home density while providing amenities such as open space, parkland, landscaped areas, etc. Subdivision zoning codes should be reviewed to allow for the use of density as a determinate of the number of dwelling units per total number of aggregate acres with an open space requirement that includes plazas, landscaped areas, amenities, etc. The infrastructure to support such development should be planned in coordination with the Engineering Division, Building Department and Planning and Zoning Department under the guidance of the Comprehensive Plan.
- Change the zoning code to allow for smaller move-on homes or ‘tiny homes’ in certain circumstances
- Provide the ability of homeowners on single family lots of a more substantial size to build a reduced size and fully amended second detached home on the same parcel.
- Infill properties could receive incentives in the form of reduced impact fees or utility connection fees for projects that provide a percentage of their parcel in affordable housing. In all cases, the general appearance and landscaping of neighborhoods should be considered.
- Work with the County to develop a program to reduce property taxes on residents who can demonstrate financial hardship.
- In collaboration with the development community, develop standards for Master Planned Communities and Planned Unit Developments that include a mix of affordable housing, market-rate housing, commercial, services, plazas, parks, pathways, public transportation connections and access to transportation routes.
- Provide incentives in the form of reduced fees and permit costs for non-profit organizations to develop housing for low-income or limited income individuals that provides the potential for upward mobility.

3.12 Reduced Footprint Housing Types
Several options exist for housing types that are more efficient and cost less per square foot to construct. In each of these cases, the design and quality of these products are subject to design standards that are administered by the Building and Planning and Zoning Departments. The intent of this type of development is to reduce the footprint while improving affordability in a desirable neighborhood setting.

3.12.1 Patio Homes
Patio homes can be 1, 2 or 3-story homes that share at least one or more common wall. Some may have a back patio but not necessarily a backyard. Patio homes may be only one unit or developed in clusters. Patio homes may be either privately owned or rental units.

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\(^1\) Us Census Bureau American Fact Finder 2013-2017 American Community Survey 5-Year Estimates downloaded April 26, 2019 from [https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml](https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml)
3.12.2 Live/Workspace/Studio
A live/work project can be a residential building in which each dwelling has extra space (100 to 150 square feet) that the artist can use as a studio. Live/work units by Artspace have consistent design elements, such as high ceilings, large windows, durable surfaces and wide doorways. These should be limited to a Mixed-Use, Neighborhood Commercial, High Density Residential, or General Commercial land use setting. Codes would be required to ensure that this type of unit remains a partial work unit as these can tend to turn into solely residential.

3.12.3 Live/Work Townhome
Typically, the business is on ground level and faces the street. These can be 2 to 4 story, or as part of a building renovation with retail/office below and living quarters above. Living space may also be alongside the commercial space or behind it. These should be limited to a Mixed-Use, Neighborhood Commercial, High Density Residential, or General Commercial land use setting. Codes would be required to ensure that this type of unit remains a partial work unit as these can tend to turn into solely residential.

3.12.4 Townhomes
A townhome is a one-family dwelling unit with a private entrance which is part of a structure whose dwelling units are typically attached horizontally in a linear arrangement and have a totally exposed front and rear wall to be used for access, light and ventilation. Some designs include balconies and front porches. In some instances, garages are rear alley loaded. Typically, the resident owns the housing unit and the land it sits on, but units have common walls.

3.12.5 Condominiums
A condominium can be described as the ownership of an individual dwelling unit located on a lot or lots which are owned in common by individual unit owners, or any division of the interest in real property. A condominium’s size can vary in a development, providing units that fit a variety of needs, such as smaller lofts or large penthouses. The structure, common areas and facilities are maintained by the Homeowners Association (HOA). In addition, all condominium owners pay the maintenance and improvements of the property through the HOA. It should be noted that the International Building Code identifies commercial developments that are subdivided in one building as ‘condominium’ units. This should not be confused with residential condominium dwelling units.

3.12.6 Zero-Lot Line development
Zero-lot line development is a strategy that increases density in a single-family detached housing development. Zero-lot line developments allow homes to be constructed without a side yard setback from the edge of the property line of one side of the lot. This strategy increases the number of housing units per
acre without appearing overcrowded. Communities may also create provisions for building two single-family dwellings on a single lot.

3.13 Development Alternatives

3.13.1 Infill Development
Infill development is the process of developing vacant or under-used parcels within the City. Infill development allows the utilization of existing community services, such as sewer and water rather than constructing new facilities in areas that have not been developed in City limits. Police and fire services areas wouldn’t need to be extended. In addition, infill development can:

- Reduce the consumption of land and resources;
- Fully utilizing existing facilities and services rather than extending costly services to outlying areas, thus offers savings for local government budgets;
- Increase the housing supply;
- Renew investment in the City and
- Provide energy and environmental savings.

- Infill development could limit sprawl and protect the natural surroundings of Nampa.

3.13.2 Mixed-Use Development
A mixed-use development may be defined as properties in which various uses such as office, commercial, institutional and/or residential are combined in a single building or on a single site. The integrated development has significant functional inter-relationships with a coherent physical design. A “single site” may include contiguous properties. Mixed-use development allows for diverse land uses, provides more “walkability” between land uses, and reduces automobile impacts.

3.13.3 Master Planned Communities
Master Planned Communities include a variety of housing types, commercial, public facilities, recreational elements, open space and other options within a single development. A common vernacular or community character is generally reflected in the architecture; however, it can vary throughout the development in smaller divisions or phases. Streetscapes, landscaping, parking, anchor grocery and retail facilities, schools, churches, transit access and other amenities create a neighborhood core. Open space, parks and trails are provided as amenities. Housing types range from affordable to higher valued, all with a variety of architectural treatments. Lots include private, semi-private and public spaces. Housing can be front-, rear- or side-loaded. Parking for multi-family units can include covered parking areas and garage parking. Codes supporting this type of development support higher densities and open space elements, pedestrian-scale streets, commercial/residential zoning, complete utility systems and amenities for a large demographic cross-section. Samples of this type of master planned development include Orenco Station in Hillsboro, Oregon, Daybreak in South Jordan, Utah and Village Green in Rancho Cordova, CA.

3.13.4 Planned Unit Developments
The intent of a Planned Unit Development is to permit greater flexibility and more creative design for development than generally is possible under conventional zoning or subdivision regulations. It is further intended to promote more economical and efficient use of land while facilitating a harmonious variety of neighborhood development, a higher level of urban amenities, and preservation of natural scenic qualities of open spaces.
3.14 Subdivisions
A subdivision is described as the division of a single-lot, tract or parcel of land into two or more lots, tracts, parcels or other divisions of land for sale, development or lease. The subdivision review regulations control how land is divided into smaller parcels, which is a key factor in the overall future growth and development of a community. While the simple division of land may not appear to be important, that action may spur development, trigger the need for additional municipal infrastructure, or possibly produce demands for rezoning of an area. At a minimum, most subdivision regulations are intended to ensure that streets, lots, infrastructure and open spaces are properly and safely designed. Subdivision regulations should focus on the land use objectives of the Comprehensive Plan. **Subdivisions regulations should promote a land development pattern that encourages preservation of open space, an interconnected street network and an efficient provision of public services.**

### 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”.
- **STRATEGY 4:** Define Mixed-Use Residential and Mixed-Use Commercial Land Use in the Zoning Code.

**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 with a single housing type.
- **STRATEGY 2:** Utilize a density model in lieu of a lot size model for subdivision development
- **STRATEGY 3:** Allow detached 2nd homes on single family lots that meet size and lot configuration guidelines

#### OBJECTIVES AND STRATEGIES FOR BUILDING DIVERSITY IN HOUSING

**OBJECTIVE 5:** Welcome diversity in housing
- **STRATEGY 1:** Improve access to information and housing services for all Nampa residents.

#### OBJECTIVES AND STRATEGIES FOR MANAGING GROWTH

**OBJECTIVE 6:** 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 7:** Collaborate with adjacent communities.
- **STRATEGY 1:** Collaborate with Canyon County, adjacent communities and COMPASS about regional growth issues.

= Key Strategies
### Chapter Three 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>Make changes to the zoning code and develop guidelines as suggested in Objectives</td>
<td>Planning and Zoning, Public Works, Building Departments</td>
<td>The cost of the update.</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>2</td>
<td>Research or create incentives for development in infill areas and areas hard to redevelop.</td>
<td>Economic Development</td>
<td>Cost of research and program development</td>
<td>Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>3</td>
<td>Collaborate with Canyon County, adjacent communities and COMPASS about regional growth issues.</td>
<td>Planning and Zoning</td>
<td>The cost of the update.</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<td>4</td>
<td>Develop standards for Master Planned Community development in collaboration with the Development Community – ensure ‘affordable housing’ is defined and included</td>
<td>Planning and Zoning, Building, Engineering Division</td>
<td>Staff Costs</td>
<td>Economic Opportunity</td>
</tr>
</tbody>
</table>
CHAPTER FOUR
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.

4.1 Existing Conditions
According to the U.S. Census Bureau, Canyon County is one of the fastest growing counties in the nation in the tenth fastest growing state in the nation. Once a small, agricultural community, Nampa has grown from 81,557 in 2010 to over 105,000 in 2019. Nampa is the third largest city in Idaho and the largest city in Canyon County, a county that experienced a 15% growth rate in 2017.

Exhibit 4-1: City of Nampa Building Permits

<table>
<thead>
<tr>
<th>Year</th>
<th>Residential</th>
<th>Value</th>
<th>Other</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>359</td>
<td>53,319,856</td>
<td>52</td>
<td>$167,451,242</td>
</tr>
<tr>
<td>2016</td>
<td>299</td>
<td>$43,142,270</td>
<td>101</td>
<td>$95,542,650</td>
</tr>
<tr>
<td>2017</td>
<td>497</td>
<td>$74,008,244</td>
<td>90</td>
<td>$32,394,815</td>
</tr>
<tr>
<td>2018</td>
<td>813</td>
<td>$114,237,269</td>
<td>152</td>
<td>$135,518,962</td>
</tr>
</tbody>
</table>

Chapter Four Highlights...

Unemployment Rate 2019: 3.4%
Building permits pulled in 2018:
Residential 813 = $114 M
Commercial 965 = $117 M

Labor Force: 42,063
Education – 21%
Retail – 13%
Arts/Entertainment – 10%
Manufacturing – 10%
Construction – 9%

Median Income: $43,058

Daily Commute
Workers leaving Nampa 27,836
Workers entering Nampa 24,905
Workers staying in Nampa 9,381

Target industries
- Advanced Manufacturing including microelectronics, semiconductor, food processing and agribusiness.
- Transportation, logistics and distribution
- Professional Services
- Technical support and customer care
- Finance, insurance, and health care

Source: U.S. Census Bureau, On the Map, (https://onthemap.ces.census.gov)
4.1.1 Current Businesses
Nampa’s major employers fall within the fields of education, retail trade, administration, health care, manufacturing, printing industries, transportation and food service. A few examples of the products produced in Nampa include White Satin sugar, Go Go Squeez applesauce, ON Semiconductor automotive image censors, Plexus custom electronic products, Cordova Cooler, Clear Water Robotics, Syngenta bio-tech seeds and Sorrento cheese. Large employers in Nampa are identified in Exhibit 4-2.

Exhibit 4-2: Large Nampa Employers

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of Employer/Primary Physical Name</th>
<th>Employment</th>
<th>Type of Industry</th>
<th>Ownership</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Wal-Mart Associates Inc</td>
<td>800-900</td>
<td>Retail Trade</td>
<td>Private</td>
</tr>
<tr>
<td>2</td>
<td>St. Alphonsus Medical Center</td>
<td>700-800</td>
<td>Health Care and Social Assistance</td>
<td>Private</td>
</tr>
<tr>
<td>3</td>
<td>Plexus Corp</td>
<td>600-700</td>
<td>Manufacturing</td>
<td>Private</td>
</tr>
<tr>
<td>4</td>
<td>Sorrento Lactalis Inc.</td>
<td>600-700</td>
<td>Manufacturing</td>
<td>Private</td>
</tr>
<tr>
<td>5</td>
<td>Northwest Nazarene University</td>
<td>600-700</td>
<td>Educational Services</td>
<td>Private</td>
</tr>
<tr>
<td>6</td>
<td>Amalgamated Sugar Co</td>
<td>500-600</td>
<td>Manufacturing</td>
<td>Private</td>
</tr>
<tr>
<td>7</td>
<td>Great American Snacks</td>
<td>390-400</td>
<td>Manufacturing</td>
<td>Private</td>
</tr>
<tr>
<td>8</td>
<td>St. Luke's Regional Medical</td>
<td>300-400</td>
<td>Health Care and Social Assistance</td>
<td>Private</td>
</tr>
<tr>
<td>9</td>
<td>Woodgrain Millwork Inc</td>
<td>320-330</td>
<td>Manufacturing</td>
<td>Private</td>
</tr>
<tr>
<td>10</td>
<td>Mission Aviation Fellowship</td>
<td>280-290</td>
<td>Other Services</td>
<td>Private</td>
</tr>
<tr>
<td>11</td>
<td>Heartland RV</td>
<td>200-300</td>
<td>Manufacturing</td>
<td>Private</td>
</tr>
<tr>
<td>12</td>
<td>Materne North America</td>
<td>200-250</td>
<td>Manufacturing</td>
<td>Private</td>
</tr>
<tr>
<td>13</td>
<td>On Semiconductor</td>
<td>150-200</td>
<td>Manufacturing</td>
<td>Private</td>
</tr>
<tr>
<td>14</td>
<td>Assisted Living of Idaho</td>
<td>190-200</td>
<td>Health Care and Social Assistance</td>
<td>Private</td>
</tr>
<tr>
<td>15</td>
<td>Pacific Press Publishing</td>
<td>100-200</td>
<td>Manufacturing</td>
<td>Private</td>
</tr>
<tr>
<td>16</td>
<td>Hb Specialty Foods</td>
<td>100-200</td>
<td>Manufacturing</td>
<td>Private</td>
</tr>
</tbody>
</table>

Source: Idaho Department of Labor, Communications & Research 2017 Quarterly Report of Employment & Wages

4.1.2 Occupations and Employment by Industry
The most common occupations in Nampa are sales, office, management, professional, service, production and transportation; and construction and maintenance. 83% of the people employed were private wage and salary workers; 11% were federal, state, or local government workers; and 5.8% were self-employed, and .2% were Unpaid Family Workers¹ (See Exhibits 4-3 and 4-4).

### Exhibit 4-3: Occupation Distribution

<table>
<thead>
<tr>
<th>Occupations</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management, Business, Science, And Arts Occupations</td>
<td>27.5%</td>
</tr>
<tr>
<td>Management, Business, And Financial Occupations</td>
<td>10.6%</td>
</tr>
<tr>
<td>Management Occupations</td>
<td>6.5%</td>
</tr>
<tr>
<td>Business and Financial Operations Occupations</td>
<td>4.0%</td>
</tr>
<tr>
<td>Computer, Engineering, And Science Occupations</td>
<td>4.3%</td>
</tr>
<tr>
<td>Computer and Mathematical Occupations</td>
<td>2.2%</td>
</tr>
<tr>
<td>Architecture and Engineering Occupations</td>
<td>1.5%</td>
</tr>
<tr>
<td>Life, Physical, And Social Science Occupations</td>
<td>0.6%</td>
</tr>
<tr>
<td>Education, Legal, Community Service, Arts, And Media Occupations</td>
<td>8.7%</td>
</tr>
<tr>
<td>Community and Social Services Occupations</td>
<td>1.8%</td>
</tr>
<tr>
<td>Legal Occupations</td>
<td>0.2%</td>
</tr>
<tr>
<td>Education, Training, And Library Occupations</td>
<td>5.2%</td>
</tr>
<tr>
<td>Arts, Design, Entertainment, Sports, And Media Occupations</td>
<td>1.4%</td>
</tr>
<tr>
<td>Healthcare Practitioner and Technical Occupations</td>
<td>3.9%</td>
</tr>
<tr>
<td>Health Diagnosing and Treating Practitioners and Other Technical Occupations</td>
<td>2.3%</td>
</tr>
<tr>
<td>Health Technologists and Technicians</td>
<td>1.6%</td>
</tr>
<tr>
<td>Service Occupations</td>
<td>19.1%</td>
</tr>
<tr>
<td>Healthcare Support Occupations</td>
<td>3.0%</td>
</tr>
<tr>
<td>Protective Service Occupations:</td>
<td>1.7%</td>
</tr>
<tr>
<td>Fire Fighting and Prevention, And Other Protective Service Workers Including Supervisors</td>
<td>1.0%</td>
</tr>
<tr>
<td>Law Enforcement Workers Including Supervisors</td>
<td>0.7%</td>
</tr>
<tr>
<td>Food Preparation and Serving Related Occupations</td>
<td>5.9%</td>
</tr>
<tr>
<td>Building and Grounds Cleaning and Maintenance Occupations</td>
<td>4.3%</td>
</tr>
<tr>
<td>Personal Care and Service Occupations</td>
<td>4.1%</td>
</tr>
<tr>
<td>Sales and Office Occupations</td>
<td>25.1%</td>
</tr>
<tr>
<td>Sales and Related Occupations</td>
<td>11.1%</td>
</tr>
<tr>
<td>Office and Administrative Support Occupations</td>
<td>14.1%</td>
</tr>
<tr>
<td>Natural Resources, Construction, And Maintenance Occupations</td>
<td>12.8%</td>
</tr>
<tr>
<td>Farming, Fishing, And Forestry Occupations</td>
<td>2.1%</td>
</tr>
<tr>
<td>Construction and Extraction Occupations</td>
<td>7.9%</td>
</tr>
<tr>
<td>Installation, Maintenance, And Repair Occupations</td>
<td>2.8%</td>
</tr>
<tr>
<td>Production, Transportation, And Material Moving Occupations</td>
<td>15.5%</td>
</tr>
<tr>
<td>Production Occupations</td>
<td>6.6%</td>
</tr>
<tr>
<td>Transportation Occupations</td>
<td>5.1%</td>
</tr>
<tr>
<td>Material Moving Occupations</td>
<td>3.8%</td>
</tr>
</tbody>
</table>

As part of the Boise City-Nampa Metropolitan Statistical Area (MSA) which is made up of Ada, Canyon, Boise, Gem and Owyhee Counties, Nampa businesses have access to the largest and most diverse labor pool in the state. According to Idaho Department of Labor, the MSA labor force as of August 2019 is 376,141.2.

### Exhibit 4-4: Employment by Industry

<table>
<thead>
<tr>
<th>Industry</th>
<th>Nampa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, forestry, fishing and hunting</td>
<td>1.3%</td>
</tr>
<tr>
<td>Mining, Quarrying, and Oil and Gas Extraction</td>
<td>0%</td>
</tr>
<tr>
<td>Utilities</td>
<td>2%</td>
</tr>
<tr>
<td>Construction</td>
<td>9.6%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>13.5%</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>3.1%</td>
</tr>
<tr>
<td>Retail trade</td>
<td>15.4%</td>
</tr>
<tr>
<td>Transportation and Warehousing</td>
<td>3.1%</td>
</tr>
<tr>
<td>Information</td>
<td>1.6%</td>
</tr>
<tr>
<td>Finance and Insurance</td>
<td>2.4%</td>
</tr>
<tr>
<td>Real Estate and Rental and Leasing</td>
<td>0.9%</td>
</tr>
<tr>
<td>Professional, Scientific and Technical</td>
<td>2.9%</td>
</tr>
<tr>
<td>Management of Companies and Enterprises</td>
<td>0.3%</td>
</tr>
<tr>
<td>Administrative and Support and Waste Management and Remediation Services</td>
<td>4.4%</td>
</tr>
<tr>
<td>Educational Services</td>
<td>8.8%</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>14.6%</td>
</tr>
<tr>
<td>Arts, Entertainment, and Recreation</td>
<td>0.6%</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>10.6%</td>
</tr>
<tr>
<td>Other services, except public administration</td>
<td>4.4%</td>
</tr>
<tr>
<td>Public administration</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Source: JobsEQ (http://www.chmuraecon.com/jobseq

#### 4.1.3 Industry Snapshot

The largest sector in the City of Nampa is Retail Trade, employing 5,945 workers. The next-largest sectors in the region are Health Care and Social Assistance (5,635 workers) and Manufacturing (5,234 workers). High location quotients (LQs) indicate sectors in which a region has high concentrations of employment compared to the national average. The sectors with the largest LQs in the region are Construction (LQ=1.69), Manufacturing (1.64), and Retail Trade (1.46).

Sectors in the City of Nampa with the highest average wages per worker are Utilities ($73,062), Finance and Insurance ($51,824), and Wholesale Trade ($50,341). Regional sectors with the best job growth (or most moderate job losses) over the last 5 years are Accommodation and Food Services (+1,359 jobs), Construction (+1,349 jobs), and Health Care and Social Assistance (+1,337 jobs).

---

Over 2019, employment in the City of Nampa is projected to expand by 724 jobs. The fastest growing sector in the region is expected to be Health Care and Social Assistance with a +3.1% year-over-year rate of growth. The strongest forecast by number of jobs over this period is expected for Health Care and Social Assistance (+175 jobs), Retail Trade (+106 jobs) and Construction (+82 jobs).³

4.1.4 Workforce (Nampa)
Nampa’s labor force totals 44,278 people according to the Idaho Department of Labor Research and Analysis Bureau, Monthly Labor Force Data, Revised August 16, 2019. Of this number, estimates showed number of people employed at 42,768 people with 1,510 being unemployed. The unemployment rate for Nampa was 3.4% (seasonally adjusted)⁴ Though Nampa saw lower unemployment rates than the nation during years of significant growth, unemployment has generally been higher than the state and nation during other years.

<table>
<thead>
<tr>
<th>Unemployment Rate 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Nampa</strong></td>
</tr>
<tr>
<td>3.4%</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Economic Demographic Profile 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Quan.</strong></td>
</tr>
<tr>
<td>Labor Force Participation Rate (16+)</td>
</tr>
<tr>
<td>Labor Force Participation Rate (25-54)</td>
</tr>
<tr>
<td>Armed Forces Labor Force</td>
</tr>
<tr>
<td>Veterans Age 18-64</td>
</tr>
<tr>
<td>Veterans Labor Force Participation</td>
</tr>
<tr>
<td>Median household Income</td>
</tr>
<tr>
<td>Per Capita Income</td>
</tr>
<tr>
<td>Income below Poverty Level (all people)</td>
</tr>
<tr>
<td>Households Receiving Food Stamps</td>
</tr>
<tr>
<td>Mean Commute Time (minutes)</td>
</tr>
<tr>
<td>Commute via Public Transportation</td>
</tr>
</tbody>
</table>

4.1.5 Wage Information Income
The U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates states that Nampa is a community of working families with 59.3% of households receiving income through wages. The median income of households in Nampa in 2017 was $43,058, largely coming from wages and/or retirement income. This is by comparison with $50,985 for Idaho and $57,652 for the United States. The average

³ JobsEQ [http://www.chmuraecon.com/jobseq]
household income from social security was $19,035. Household income is made up of three different sources – wages, retirement income and social security. Twenty-three percent of households in Nampa received social security income. Just over 16.6% of households in Nampa received retirement income. These income sources are not mutually exclusive, meaning some households received income from more than one source. Nampa’s per capita income in 2017 was $18,123 by comparison to $25,471 for the State of Idaho and $31,177 for the United States. See Exhibits 4-6, 4-7 and 4-8 for additional information on income comparisons.

### Exhibit 4-7: Median Household Income 2010-2017

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Median Income</td>
<td>42,697</td>
<td>42,111</td>
<td>40,835</td>
<td>40,244</td>
<td>40,083</td>
<td>40,060</td>
<td>41,210</td>
<td>43,058</td>
</tr>
<tr>
<td>Mean Social Security Income</td>
<td>15,116</td>
<td>15,536</td>
<td>16,445</td>
<td>16,795</td>
<td>16,988</td>
<td>17,773</td>
<td>18,208</td>
<td>19,035</td>
</tr>
<tr>
<td>Mean Retirement income</td>
<td>15,540</td>
<td>16,076</td>
<td>16,007</td>
<td>17,321</td>
<td>15,904</td>
<td>16,199</td>
<td>16,650</td>
<td>17,083</td>
</tr>
</tbody>
</table>


### Exhibit 4-8: Household Incomes 2017

<table>
<thead>
<tr>
<th>Income Levels of Working Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income Range</td>
</tr>
<tr>
<td>Less than $10,000</td>
</tr>
<tr>
<td>$10,000 - $14,999</td>
</tr>
<tr>
<td>$15,000 - $24,999</td>
</tr>
<tr>
<td>$25,000 - $34,999</td>
</tr>
<tr>
<td>$35,000 - $49,999</td>
</tr>
<tr>
<td>$50,000 - $74,999</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
</tr>
<tr>
<td>$100,000 - $149,999</td>
</tr>
<tr>
<td>$150,000 - $199,999</td>
</tr>
<tr>
<td>$200,000 or more</td>
</tr>
</tbody>
</table>


### Exhibit 4-9: Median Earnings by Occupation Idaho 2018

<table>
<thead>
<tr>
<th>Average Annual Wages by Occupation, Idaho 2018</th>
<th>Wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail Trade</td>
<td>$32,325</td>
</tr>
</tbody>
</table>

### Average Annual Wages by Occupation, Idaho 2018

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health Care and Social Assistance</td>
<td>$36,963</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>$46,016</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>$16,235</td>
</tr>
<tr>
<td>Construction</td>
<td>$40,796</td>
</tr>
<tr>
<td>Educational Services</td>
<td>$32,857</td>
</tr>
<tr>
<td>Administrative and Support and Waste Management and Remediation Services</td>
<td>$28,178</td>
</tr>
<tr>
<td>Other Services (except Public Administration)</td>
<td>$29,240</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>$50,341</td>
</tr>
<tr>
<td>Transportation and Warehousing</td>
<td>$43,378</td>
</tr>
<tr>
<td>Professional, Scientific, and Technical Services</td>
<td>$43,888</td>
</tr>
<tr>
<td>Public Administration</td>
<td>$51,824</td>
</tr>
<tr>
<td>Finance and Insurance</td>
<td>$40,905</td>
</tr>
<tr>
<td>Information</td>
<td>$37,585</td>
</tr>
<tr>
<td>Agriculture, Forestry, Fishing and Hunting</td>
<td>$37,585</td>
</tr>
<tr>
<td>Real Estate and Rental and Leasing</td>
<td>$35,992</td>
</tr>
<tr>
<td>Arts, Entertainment, and Recreation</td>
<td>$17,650</td>
</tr>
<tr>
<td>Management of Companies and Enterprises</td>
<td>$41,248</td>
</tr>
<tr>
<td>Utilities</td>
<td>$73,062</td>
</tr>
<tr>
<td>Mining, Quarrying, and Oil and Gas Extraction</td>
<td>$39,942</td>
</tr>
</tbody>
</table>


### 4.1.6 Employment Trends

As of 2019, total employment for the City of Nampa, ID was 38,713 (based on a four-quarter moving average). Over the year ending 2019-Q1, employment increased 4.6% in the region.6

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6 Jobs EQ August 13, 2019 - Employment data are derived from the Quarterly Census of Employment and Wages, provided by the Bureau of Labor Statistics and imputed where necessary. Data are updated through 2018Q3 with preliminary estimates updated to 2019Q1.
4.1.7 Wage Trends

The average worker in the City of Nampa earned annual wages of $36,850 as of 2019-Q1. Average annual wages per worker increased 2.7% in the region over the preceding four quarters. For comparison purposes, annual average wages were $55,825 in the nation as of 2019-Q1.7

Exhibit 4-11: Wage Trends, City of Nampa

4.1.8 Industry Clusters

A cluster is a geographic concentration of interrelated industries or occupations. If the regional cluster has a location quotient (LQ) of 1.25 or greater, the region is considered to possess a competitive advantage in that cluster. The industry cluster in the City of Nampa with the highest relative concentration is Food Manufacturing with a quotient of 3.77. This cluster employs 1,669 workers in the region with an average wage of $50,236. Employment in the Food Manufacturing cluster is projected to expand in the region about 1.1% per year over the next ten years.8

Exhibit 4-12: Industry Clusters for City of Nampa as of 2019 Q1

7 Jobs EQ August 13, 2019
8 JobsEQ (http://www.chmuraecon.com/jobseq)
4.1.8 Commuting to Work
In 2017, 98.5% (37,644) of Nampa residents 16 years old and older worked in the state of Idaho. 56.8% (21,707) worked in Canyon County. 41.7% (15,936) worked outside of Canyon County. In the 2015 Census, 22,372 employees commuted in from outside of Nampa. 25,321 commuters left Nampa for employment outside of the City. 9,469 individuals lived and worked in Nampa.

Exhibit 4-13: I-84 Commuting Patterns – Weekday Traffic

<table>
<thead>
<tr>
<th>Commuting Patterns (City of Nampa)</th>
</tr>
</thead>
<tbody>
<tr>
<td>workers 16 years and over who did not work at home</td>
</tr>
<tr>
<td>time leaving home to go to work</td>
</tr>
<tr>
<td>12:00 a.m. to 4:59 a.m.</td>
</tr>
<tr>
<td>5:00 a.m. to 5:29 a.m.</td>
</tr>
<tr>
<td>5:30 a.m. to 5:59 a.m.</td>
</tr>
<tr>
<td>6:00 a.m. to 6:29 a.m.</td>
</tr>
<tr>
<td>6:30 a.m. to 6:59 a.m.</td>
</tr>
<tr>
<td>7:00 a.m. to 7:29 a.m.</td>
</tr>
<tr>
<td>7:30 a.m. to 7:59 a.m.</td>
</tr>
<tr>
<td>8:00 a.m. to 8:29 a.m.</td>
</tr>
<tr>
<td>8:30 a.m. to 8:59 a.m.</td>
</tr>
<tr>
<td>9:00 a.m. to 11:59 p.m.</td>
</tr>
<tr>
<td>travel time to work</td>
</tr>
<tr>
<td>less than 10 minutes</td>
</tr>
<tr>
<td>10 to 14 minutes</td>
</tr>
<tr>
<td>15 to 19 minutes</td>
</tr>
<tr>
<td>20 to 24 minutes</td>
</tr>
<tr>
<td>25 to 29 minutes</td>
</tr>
<tr>
<td>30 to 34 minutes</td>
</tr>
<tr>
<td>35 to 44 minutes</td>
</tr>
<tr>
<td>45 to 59 minutes</td>
</tr>
<tr>
<td>60 or more minutes</td>
</tr>
<tr>
<td>mean travel time to work (minutes)</td>
</tr>
</tbody>
</table>

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. Over 100,000 vehicles pass over the Garrity/I-84 interchange during commute hours each day (see Exhibit 4-11).9

9 Source: U.S. Census Bureau, OntheMap, [https://onthemap.ces.census.gov]
4.2 Predicting the Future

The COMPASS Communities in Motion 2040 2.0 R5 Demographic Forecast predicts 69,194 non-agricultural jobs will be available by 2040 (see Exhibit 4-15 Job Forecasts by year below).

<table>
<thead>
<tr>
<th>Year</th>
<th>2025</th>
<th>2030</th>
<th>2035</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forecast</td>
<td>47,651</td>
<td>55,704</td>
<td>62,685</td>
<td>69,194</td>
</tr>
</tbody>
</table>

Source: COMPASS CIM 2040 2.0 Forecast by Demographic Area downloaded May 2, 2019 (http://www.compassidaho.org/documents/prodserv/demo/R5web.pdf)

4.3 Fostering a Business-Friendly Community

In order to attract a healthy mix of business and industry to the community, Nampa must continue to foster an environment where new residents as well as new businesses are attracted by the amenities offered by various entities within the community. Nampa currently offers several opportunities which provide for a business-friendly environment. This section will look briefly at those amenities.

4.3.1 Workforce Development and Training

Professional and technical education, as well as, workforce training is available through local institutions of higher education. Local resources include options ranging from short-term, non-credit workforce training to professional graduate level degree programs.
College of Western Idaho (CWI), a two-year comprehensive community college, offers for-credit, two-year associate degrees; certification programs and specialized professional/technical training. CWI’s Center for Business Partnerships and Workforce Development provides short-term, non-credit training for businesses and individuals, including training in the areas of healthcare, manufacturing, business and professional skills, public safety, construction and computer technologies. Training can be designed, developed and presented in customized formats according to an employer’s specific needs. In FY 2018, the Center for Workforce Development offered 1,907 classes to 9,150 students.

Northwest Nazarene University (NNU), a four-year, private institution located in Nampa, offers programs in over 60 areas of study including master’s degrees in eleven disciplines and programs, such as the Master of Business Administration and Master of Social Work. NNU also provides learning opportunities to support career advancement through their Center for Professional Development.

The Boise Metro Area is served by Boise State University, the University of Idaho, Idaho State University, College of Idaho, University of Phoenix, Stevens-Henager College, George Fox University, Boise Bible College, Carrington College, Milan Institute (including Nampa campus), Concordia Law School, Idaho College of Osteopathic Medicine and a satellite campus of Oregon’s Treasure Valley Community College.

4.3.2 Downtown
Nampa’s historic downtown is experiencing a renaissance. Recently Nampa has seen several creative and diverse local merchants open businesses and restaurants in the downtown core. A vibrant Saturday Farmers’ Market operates from April through October and Downtown 4th Fridays is a monthly musical entertainment event that takes place May through September.

The City of Nampa helped spark this renewal with zoning changes, grants for historic facades, streetscape beautification, plans for public investment and establishment of the Nampa Development Corporation (urban renewal district). A new public safety building was completed in the Downtown Village district. A new library was recently constructed, public art and street beautification have been implemented to further redefine downtown. Civic amenities enhance the excitement of a culturally rich urban core and translate into a dynamic market.

4.3.2.1 The Library
Nampa’s downtown revitalization efforts included construction of a new library in the downtown core as a centerpiece to draw private development as well as to provide a gathering place for the community. The new library features computers, meeting rooms, public art and modern campus-style amenities to serve as a cultural beacon to the City. More information about the Library can be found in Chapter 7.

4.3.2.2 The Public Safety Building
A three-story civic office building opened in late 2011 and houses Nampa Police, Fire Administration and the City’s Information Technology services. The Public Safety Building is the first completed project in the City’s Nampa Development Corporation plan. It upgrades a blighted block near the historic downtown, setting the tone for private development and future office structures in the area.

4.3.3 Tourism
Visitors to Nampa enjoy a wealth of activities and recreational opportunities. Entertainment venues, museums that celebrate Nampa’s heritage, year-round outdoor activities, and a variety of shopping and
dining experiences help make Nampa a great place to work and live. Tourism is promoted through the Department of Economic Development and the Nampa Chamber of Commerce.

4.3.3.1 Idaho Center
The Idaho Center is located “at the Crossroads of the Northwest” between Seattle, Portland and Salt Lake. It is one of the premiere entertainment venues in the Pacific Northwest. The Idaho Center includes four distinct facilities:

- a. The primary entertainment, event and tradeshow venue encompasses 120,000 square feet and includes a 12,279-seat indoor arena with the capacity for over 48,000 square feet of exhibit space on the arena floor and concourse level. The arena hosts the Snake River Stampede which draws approximately 40,000 spectators to the Idaho Center to watch bull riding, barrel racing, mutton busting (for children), bareback riding, steer wrestling, and roping events during the 5-day, 6-performance event each July. The Idaho Center also hosts other major sports events such as the Idaho State High School Basketball and Wrestling Tournaments.

- b. The outdoor amphitheater seats 10,500 people and includes a 60 x 40-foot stage. The venue hosts top performers in 11 major concerts per year within a premiere outdoor setting.

- c. The Idaho Horse Park draws visitors from throughout the United States and Canada and includes a 97,500 square foot indoor arena as well as an outdoor arena, warm-up pens, stock pens and stalls. Events include horse shows, dessage, the Snake River Stampede, Idaho Cutting Horse Association’s Futurity, Idaho Quarter Horse Association, the Boise Saddle and Jump Club competition and over 20 other events per year.

- d. The 100,000 square foot Sports Center is used for track and field events. Boise State University’s indoor track team competes at the Sports Center. Other prestigious events include the USA Masters Indoor Track and Field Championships and the Western Athletic Conference Indoor Championships.

The Idaho Center Complex is versatile and accessible. Future improvements to the facility include:

- e. expansion of the indoor arena with luxury box seating, additional concession opportunities, a greeting vestibule, improved concourse, meeting rooms, and improved patron experience.

- f. expanded loading area access, stage expansion, rigging improvements, restroom facilities and an entrance vestibule in the Outdoor Amphitheater.

- g. Additional RV parking and horse stalls, an improved dressage field and viewing area for the Horse Park.

- h. Development of restaurant and bar space on the Idaho Center Drive portion of the parking lot has been discussed as a means to retain and attract venue participants.

4.3.3.2 Nampa Museums
Nampa museums celebrate the history of Nampa, Canyon County, and the United States. The Warhawk Air Museum, a 38,000 square foot facility dedicated to preserving the country’s history during times of war, from the home front to the war front, as well as to trace the history of flight from the advent of aviation through the space age. Its collection includes two of the few remaining Curtiss P-40 World War II fighter airplanes, a rare World War II P-51C Mustang fighter plane as well as a Huey gun ship that fought in Vietnam. One of the most unique museums in the country, the Warhawk Air Museum has hundreds of collections of donated memorabilia from veterans and their families and often holds special events and ceremonies to honor veterans.

The Canyon County Historical Museum, located in a historic train depot in Nampa, displays both Canyon County and Union Pacific Railroad memorabilia. Authentic 1940s era caboose and model
railroads are among the exhibits in the building that has been called “Idaho’s finest example of Baroque architecture.”

4.3.3.3 Snake River Canyon Scenic Byway
Nampa is also a gateway for the Snake River Canyon Scenic Byway, a unique 53-mile byway route that highlights the area’s rich agricultural heritage. Driving the byway provides an opportunity to experience vineyards and wine tasting venues as well as orchards, Deer Flat National Wildlife Refuge and birding islands in the Snake River.

4.3.3.4 Deer Flat National Wildlife Refuge
Deer Flat National Wildlife Refuge also draws thousands of visitors each year who enjoy swimming, fishing, hunting, walking, boating, and bird and wildlife watching at Lake Lowell on more than 11,000 acres of land. Several hundred thousand visitors come to the Refuge to partake of a wide variety of activities. Several people come to the Visitors Center to learn about the refuge and the birds and wildlife that live, breed and find sanctuary at the Refuge.

4.3.3.5 Snake River Valley American Viticulture Area (AVA)
The City of Nampa is also part of the Snake River Valley AVA, a popular tourist attraction in Southern Idaho and Eastern Oregon. Nampa area vineyards continue to produce high quality wines, contributing to local grower’s reputations as industry leaders in wine making. The Snake River Valley AVA (SRVAVA) is about 8,263 square miles in size and extends along the Snake River, east to west, from the Twin Falls area into Oregon. Most vineyards are located at elevations between 2,500 and 2,900 ft., while the AVA extends up to an elevation of 3,450 ft. It lies within the area that once formed ancient Lake Idaho. The Snake River AVA includes Ada, Adams, Boise, Canyon, Elmore, Gem, Gooding, Jerome, Owyhee, Payette, Twin Falls and Washington counties in Southwestern Idaho and Baker and Malheur counties in Southeastern Oregon.

4.3.4 Community Events
A wide variety of community events add to the ambiance of the community and help make Nampa a desirable location for business development:

4.3.4.1 Parade America
Parade America, one of Idaho’s largest patriotic parades, is held in May each year.

4.3.4.2 Snake River Stampede
The Snake River Stampede is one of the top 10 regular season professional rodeos in the nation. In 2009, it was ranked eighth in the world, not counting the finals rodeos such as the National Finals Rodeo. Boasting a $450,000 payoff, it has evolved from a small, local bucking horse competition in the early 1900’s to a major professional sports event. The attendance over a 5-day period is over 60,000. The Stampede is kicked off each year by the Snake River Stampede Rodeo Parade, one of the largest all-horse drawn parades in the nation. A longstanding tradition in Nampa, the Rodeo Parade dates back to the 1920’s.

4.3.4.3 Nampa Arts Festival
Nampa Arts Festival, a community celebration of arts and crafts which has drawn visitors from throughout the valley to Nampa for 25 years. It is held in Lakeview Park during the summer.
4.3.4.4 Nampa God and Country Festival
The Nampa God and Country Festival, held at the Idaho Center, began in 1967 and draws over 12,000 people each year to celebrate our country’s heritage of religious freedom.

4.3.4.5 Lakeview Park Festivals
Several large community events are held each year at Lakeview Park, such as the Cinco De Mayo Festival, Kiwanis Steak Fry, Mother’s Day Celebration, Mexican Independence Day Event, the Beerfest and the Pooch Party Stroll and Splash.

4.3.4.6 Nampa Parks and Recreation Sponsored Events
Nampa Parks and Recreation sponsors numerous community events throughout the year such as the Harvest Classic Fun Run, Daddy Daughter Date Night and an annual Play Day Celebration.

4.3.4.7 Community Sponsored Events
Local churches, the Hispanic Cultural Center and other organizations present several large-scale community events throughout the year including car shows, events for youth and family-centered celebrations.

4.3.5 Economic Impact of Community Events
The Idaho Center/Nampa Civic Center Community Benefits Analysis, Summary Report, stated that, events held at local venues have a direct economic benefit to the community, particularly those held at the Idaho Center, including the Horse Park, and the Nampa Civic Center. Typically, events such as the Idaho State high school basketball and wrestling championships, national Cutting Horse Association competitions and BSU indoor track meets are multi-day affairs that draw participants and spectators from out of the area. These people spend money on lodging, gas, meals and retail while in the Nampa area, thus generating direct economic benefit for Nampa that would not be available without the Idaho Center.

The Nampa Civic Center also generates an economic benefit to the Nampa community that would not happen without the facility. The recently constructed Best Western Plus adds convention and other regional and national venue opportunities.

4.3.6 Arts and Culture
With several state-of-the-art exhibit and performance facilities, Nampa is becoming known for its arts scene.

4.3.6.1 The Brant Center at Northwest Nazarene University
The Brandt Center at Northwest Nazarene University is a performing arts center that attracts musical and dramatic performances attended by both students and the community at large. Its Samuel Swayne theatre can accommodate up to 1,500 people, and two guest suites accommodate up to 15 guests each for private viewings and receptions. The Boise Philharmonic performs its full regular season concert schedule at the Brandt Center as well as in Boise. The Brandt Center’s Friesen Art Galleries provide gallery space for Northwest Nazarene University’s art students and guest artists to exhibit their work.

4.3.6.2 The Nampa Civic Center
The Nampa Civic Center’s 648-seat Brandt Auditorium hosts performing arts events, special events, concerts and dance recitals. It is home to the Music Theatre of Idaho which has
been performing in Nampa since 1997. In addition, the 42,500 square foot Nampa Civic Center houses various annual community events such as the Festival of Trees, the Mayor’s Prayer Breakfast, a Senior Fest and an annual Chocolate Affaire and Bazaar. It is also used for business meetings, conferences, banquets, weddings, receptions and other special celebrations.

4.3.7 Nampa Airport

Nampa Airport is a source of commerce for Nampa and the Treasure Valley Region. The Airport had over 90,000 operations in 2017. Idaho State Aeronautics completed an Idaho Airport System Plan including individual airport economic data in 2009. At that time with direct, indirect and multiplier effects, the economic benefit of the Nampa Airport was $43.2M.10

4.4 Economic Development Strategies

The City of Nampa is committed to retaining and expanding business opportunities within Nampa’s vibrant and growing community. In 2005, the City established an Economic Development Department, institutionalizing its commitment to economic development. Working with a broad vision for the future of Nampa, the City’s Economic Development Department is celebrating its 14th year with a reputation of being innovative, aggressive and creative.

Nampa’s economic development efforts are enhanced by numerous partnerships and activities including a strong 550-member Chamber of Commerce, an active partnership with area universities and regional partnerships and marketing efforts through the Boise Valley Economic Partnership (BVEP). In addition, Nampa is home for the Small Business Accelerator, a business incubator providing support services to entrepreneurs and business innovations.

Nampa is also ideally located for businesses to reach the large markets of the West. Nampa is accessible by overnight truck delivery, strategically located along Interstate 84, less than 20 miles from the Boise Regional Airport and located directly on the Union Pacific railroad mainline.

The economic development strategy for the City of Nampa, Idaho is based on three fundamental economic development principles: (1) business retention and expansion; (2) business recruitment; and (3) entrepreneurial development. Nampa uses these strategies to help develop and maintain a strong local economy by creating an environment that supports current businesses while encouraging entrepreneurship and the start-up of new business. Nampa makes use of financing options and revenue sources such as the Community Development Block Grant program and Industrial Revenue Bond Authority.

Since economic development could consume vast resources and time, Nampa focuses primarily on the target industries listed below.

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

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10 State of Idaho Transportation Department, Aeronautics (https://www.idaho-airport-system-plan.com/)
• Finance, insurance, and health care

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

4.4.2 Business Retention and Expansion

Business retention activities are led by the City of Nampa Economic Development Department. Services include developing and sharing resource information, presenting at workshops or informational seminars, acting as a liaison for businesses and promoting business partnerships to keep local dollars local. Economic Development staff provides support for downtown revitalization efforts and are involved in other activities that enhance the quality of life in Nampa that is essential to keeping and attracting business to the community.

The City’s economic development efforts seek to expand the presence of businesses in the industries of computer electronics and robotics, food processing, health sciences, and professional services and support operations.

4.4.3 Business Recruitment

The City’s Economic Development Department provides a number of services to potential businesses who might wish to locate in Nampa including cost comparisons, demographic and community information, help with the development process, property searches and help with site location. Economic Development staff actively market Nampa through involvement in trade shows and other business development activities held throughout the country. The City works closely with the Idaho Department of Commerce and other economic development groups throughout the state.

In addition, the City of Nampa has adopted a progressive and innovative development process. Through coordination with all City departments including building, planning and zoning, fire, engineering and public works, the City offers a “one-stop shop” for plan reviews. The City prides itself on fast permitting, efficient and supportive design review and competitive fees.

4.4.4 Entrepreneurial Development

The City of Nampa strongly encourages entrepreneurial development and innovative start-up businesses. The size and business climate of the community are conducive to entrepreneurial activity and innovative, local businesses such as those started in downtown Nampa in recent years. In addition, the City strongly supports the work of the Business Accelerator, a business incubator located in Nampa and operated by the Small Business Development Center.

4.4.4.1 Business Incubator

Business incubators are programs designed to accelerate the successful development of entrepreneurial companies through an array of business support resources and services. New businesses are supported by the incubator management as well as through the incubator’s network of contacts. Incubators vary in the way they deliver their services, in their organizational structure, and in the types of clients they serve. Successful completion of a business incubation program increases the likelihood that a start-up company will stay in business for the long term. Historically, 87% of incubator graduates stay in business.

Currently, the Small Business Development Center offers business incubator services in Nampa at the Nampa Business Accelerator located near the Idaho Center complex. The Accelerator provides a resource for encouraging entrepreneurial and innovation business development locally and has seen success in facilitating new business in the community. This program plays an important role in the development of innovative new businesses for Nampa and the surrounding area.
4.4.5 Nampa Economic Impact Area
Nampa is part of the Boise City-Nampa Metropolitan Statistical Area (MSA) which includes Ada, Canyon, Boise, Gem and Owyhee counties, but Nampa serves an area beyond the MSA. Acting as a center of trade for smaller communities and outlying areas, Nampa draws business and customers from more sparsely populated areas in southwestern Idaho and eastern Oregon. Over 522,000 people live within a 20-mile radius of Nampa, 701,978 people live within a 50-mile radius and over 734,500 people live within a 100-mile radius (Exhibit 4-15).

4.4.6 Providing for Industrial Development
The City of Nampa aims to provide appropriate zoning and designate sufficient area for light and heavy industrial development as part of the City’s economic development strategy. Development of City infrastructure to areas zoned for industrial development is an important consideration. In addition, rail and roadway access is critical to attract new industrial development. Light and heavy industrial development plays an important role in providing for a balanced tax base for the City.

4.4.7 Nampa Development Corporation
The Nampa City Council created an urban renewal district in December of 2006 to support downtown redevelopment. According to state law, such districts can collect tax revenue from new taxable valuation in the district. That revenue can be spent on redevelopment and infrastructure projects at the direction of a redevelopment corporation.

The Nampa Development Corporation serves as the redevelopment corporation and guides downtown projects. It uses urban renewal district funding to accomplish the goals of its Economic Development Plan, which includes a new library, public safety building, parking garages and other amenities to leverage publicly owned land for increased private investment downtown.
In addition, the Urban Renewal Plan identifies the need for industrial infrastructure to be developed in the North Nampa Industrial area. Urban renewal funding will develop the infrastructure to these locations and encourage shovel-ready industrial development projects.

4.4.8 Nampa Economic Impact Radius
Nampa is in a regionally strategic location on I-84. Portland, Spokane, Missoula, Reno and Salt Lake are within 400 miles. Western international shipping ports of Vancouver, Canada; Seattle, Anacortes, Tacoma and Longview, Washington; Portland, Oregon; and San Francisco, Richmond, Oakland, and Stockton, CA are within 400-600 miles. Products from the Treasure Valley are shipped all over the United States and world due to this proximity (See Exhibit 4-16).

4.4.9 Opportunity Zones
Opportunity Zones are a tax incentive created by the Tax Cuts and Jobs Act of 2017. Investors who invest in Opportunity Zones (designated low-income U.S. Census tracks) may receive deferrals and reductions in federal capital gains taxes (see exhibit 4-17).  

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The U.S. Department of the Treasury has not completed its rulemaking on the Opportunity Zone Program. The currently identified Opportunity Zone in Nampa is located in North Nampa Census Tract 202
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.

Exhibit 4-18: Cost of Living Information

<table>
<thead>
<tr>
<th></th>
<th>Annual Average Salary</th>
<th>Cost of Living Index (Base US)</th>
<th>US Purchasing Power</th>
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<tr>
<td>City of Nampa, ID</td>
<td>$36,850</td>
<td>92.3</td>
<td>$39,945</td>
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<tr>
<td>Idaho</td>
<td>$42,768</td>
<td>96.4</td>
<td>$44,355</td>
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<tr>
<td>USA</td>
<td>$55,825</td>
<td>100.0</td>
<td>$55,825</td>
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Source: JobsEQ August 13, 2019
Exhibit 4-19: Nampa Economic Impact Radius

Source: City of Nampa Economic Development Department
Chapter Four Objectives and Strategies

**OBJECTIVES AND STRATEGIES FOR IMPROVING ECONOMIC DIVERSIFICATION**

**OBJECTIVE 1:** Promote industrial development and preserve industrial land
- STRATEGY 1: Preserve commercial and grow industrial land use settings

**OBJECTIVE 2:** Develop retail and service businesses in locations that are accessible by walking or biking.

**OBJECTIVE 3:** Support entrepreneur and start-up businesses.
- STRATEGY 1: Plan for and support business incubator services
- STRATEGY 2: Coordinate small business counseling opportunities and training events in Nampa.
- STRATEGY 3: Pursue formation of angel investment fund for Canyon County firms.

**OBJECTIVE 4:** Provide a business-friendly environment.
- STRATEGY 1: Expedite permitting, inspecting and development services.
- 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

= Key Strategies
### Chapter Four 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>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>
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.

5.1 Urban Design
Urban design is the process of building and maintaining the physical and visual environment of the City. It also involves finding ways to conserve the rural character of the City’s edges. Each year, new growth results in significant public and private sector development investments in housing and commercial development, redevelopment and infrastructure. The impact of continued development of raw land on traffic, access and the quality of life is being felt by the entire community. A comprehensive urban design strategy is essential if the City is to maintain its character and desirability.

5.2 Land Use Patterns
Over the past 140 years, Nampa has transformed from open space to agricultural and urbanized land use. The inner-City grid follows the Union Pacific Railroad line on a NW/SE orientation. A few blocks away from the downtown core, the grid pattern changes to a traditional N/S and E/W orientation. Prior to suburbanization, the downtown core provided most commercial land uses. Roads oriented in a N/S and E/W direction were largely two-lane roads bordered by farmsteads and large parcels of agricultural land. As the population grew, commercial development increased on Caldwell Blvd., 12th Ave. Rd and Garrity Boulevard. That
pattern continues today, with additional commercial development on Idaho Center Blvd., Karcher Road, N. Midland Blvd., and Franklin Road.

The Nampa Area of City Impact runs from the Boise River to east of Lake Lowell, and from the Caldwell Area of City Impact to the Ada County Line. Within the Area of City Impact, the City of Nampa can be divided into four quadrants. These are not officially recognized quadrants, but this definition is useful in describing the character of the various areas within the Area of City Impact and for planning discussion purposes.

5.2.1 Nampa Planning Quadrants

5.2.1.1 Northern Nampa Quadrant:
The north portion of the Area of Impact is bordered by Interstate 84 on the south the Boise River on the north, the Ada County Line on the east and the City of Caldwell Area of City Impact on the west. It consists of agricultural land; large tracts of industrial zoned lands; a large state-owned parcel with City golf courses, State juvenile correction facilities, State health facilities; the Idaho Center; large gateway business commercial properties; St. Luke’s Hospital; College of Western Idaho; Amalgamated Sugar, Inc. factory; Treasure Valley Marketplace commercial corridor; and some residential development. Highway 16 is slated to connect Star and Meridian at Highway 20/26 to I-84 just west of the Canyon County Line. The 20/26 Corridor that runs from Caldwell to Boise runs along the southern bluff above the Boise River in an E/W direction. There is some industrial use along this corridor.

Connections to the Northern Quadrant from the rest of Nampa pass over and under I-84 at the following locations (west to east):
- N. Middleton Road Overpass (2-lanes)
- W. Karcher Road Overpass (4-lanes)
- Karcher Connector Overpass (2-lanes)
- Northside Blvd. Underpass (4-lanes)
- 11th Ave N Overpass (2-lanes)
- N. Franklin Blvd Overpass (4-lanes)
- Garrity Boulevard Underpass (4 lanes)
- Robinson/Star Road Overpass (2-lanes)

5.2.1.2 East Nampa Quadrant:
The eastern portion of the Area of City Impact lies south of I-84, north of the Southern Pacific Railroad, east of downtown and west of the Ada County line. It contains the Nampa Airport; medium-sized tracts of agricultural land; Canyon County residential developments; residential subdivisions within City Limits; the Nampa Gateway Center and Garrity Boulevard; St. Alphonsus Hospital, and some light and heavy industrial development. This area is in transition from County to City jurisdiction. The transition has seen fewer enclaved properties than other parts of the City, however, the size of the enclaved properties are larger. The Nampa Airport influences development in this area, along with connections to the Southern Pacific Railroad, Garrity Blvd., Amity Ave, Happy Valley Rd., Robinson Rd. and McDermott Rd. The transition to City jurisdiction is slower in this quadrant due to the large number of County subdivisions with larger parcels.

5.2.1.3 South Nampa Quadrant:
This quadrant is bordered by the Southern Pacific Railroad to the north, Ada County to the east, the southern Area of City Impact boundary to the south, and 12th Ave Rd. (Highway 45) to the west. Land Uses and elements of this quadrant include Northwest Nazarene University; the 12th Ave. Rd. Commercial Corridor; Several residential development tracts with older and some historical
development to the north with large tracts of single-family subdivisions southward. The Historic Downtown and Downtown Village are in this area. Wilson Pond and state fish hatchery exist in this quadrant, with agricultural land to the far south and east. This area is largely residential with commercial on the west end. There are numerous and large enclaved properties with a mix of zoning towards the northeast. This area is in transition in numerous areas.

5.2.1.4 West Nampa Quadrant:
This quadrant is almost entirely dominated by single family residential development. The boundaries include the Southern Pacific Railroad to the north with areas of the Downtown Village, Caldwell Boulevard and the Southern Pacific Railroad line south of I-84, the west boundary of the Nampa Area of City Impact, Lake Lowell to the south, and Highway 45 (12th Ave. Rd.) to the east. Commercial development runs along Caldwell Boulevard and 12th Ave Rd. There are a few commercial pockets within this area. The southwestern area is a mixture of agricultural and large parcel residential. There are numerous smaller enclaves, with larger enclaves to the south. Large farm parcels exist to the western side of this quadrant. There are a few farmsteads and a county subdivision on the east side. Major elements include Karcher Mall; Caldwell Boulevard business corridor; Downtown Village, City Hall, Historical Nampa residential neighborhoods, West Park and additional park facilities.

Exhibit 5-1: Land Use Settings
How the land is organized and utilized plays a significant role in Nampa’s comprehensive urban design strategy. The City has developed the necessary plans, ordinances and strategies to manage future growth. Staff will continue to work with the community and City leaders to address future and emerging priorities, preserve community values and protect property rights. Land use settings in the 2040 Update include the following:

Agricultural: Includes lands that are used for crop cultivation, irrigation, livestock grazing, food and feed production, hydro culture, horse stables, etc.

Residential: Includes single family or multifamily in agricultural residential, low density, medium density and high-density settings.

Public/Quasi-Public/Semi-Private land uses: Includes parks, City Hall, Civic Center and grounds, Police stations, Fire stations, Emergency Medical Service facilities, utility facilities and grounds, Libraries, fish hatcheries, visitor centers, County and State government facilities, K-12 School sites, Institutes of Higher Learning, Public Transportation facilities and other public land uses.

Mixed-Used Development (divided into Residential Mixed-Use and Community Mixed-Use): Includes projects that have a combination of land uses within a development. This can include a mix of residential, residential/professional, residential/commercial, local/neighborhood commercial, marketplace, professional office, public/quasi-public/semi-private, light industrial, etc. land uses. These mixed-use developments could be stand alone, as part of a Master Planned Community or Planned Unit Development, along transportation corridors or as buffers between light industrial and residential or public/quasi-public/semi-private settings.

Commercial: Includes consideration of the proper type, location and positioning of retail establishments and marketplace development such as food markets, restaurants, office, medical and other professional businesses and services. Subcategories for commercial uses could be classified as local/neighborhood, regional/general and multi-regional/highway commercial.

Industrial: Includes light and heavy industrial land uses such as small high-tech businesses, machine shops, warehouses, local/regional/multi-regional employment centers and other industries, gravel pits, lumber mills and other uses which create potential hazardous impacts (air, noise, odor, vibration and others) to the community. Light and Heavy designations will be delineated in the Zoning Code.

Parks/Open Space: Includes parks, conservation areas for wildlife reserves, scenic vistas, water courses, wetlands, and other recreational uses.
5.3 Agricultural Land Use

5.3.1 Current Uses and Codes

Most agricultural activity on a large-scale occurs outside of City Limits within the Area of City Impact. This activity includes crop cultivation, raising of livestock, feedlots, dairy operations, small family farms, stables, boarding/riding facilities, farm equipment storage and servicing, accessory structures and other agricultural-related uses. The current zoning code allows broad agricultural uses within City boundaries on parcels that are larger than 5 acres. Codes that are more restrictive in their agricultural use allowances apply to smaller parcels (30,000+ square feet).

Exhibit 5-2: Diaries and Feedlots in the Nampa Area

Map courtesy of Canyon County
5.3.2 Right to Farm
State of Idaho Statute protects agricultural use of the land in the State of Idaho (Title 22, Chapter 45). Dairy and livestock facilities have existed in the area for several decades. Development within proximity of these facilities can create conflicts. When a subdivision is constructed, every measure should be taken to notify residents of State law regarding agricultural activities within proximity of an active operation. Exhibit 5.1 shows the location of dairies in the Nampa Area.

5.3.3 Limited Agricultural opportunities within Higher Density Development
As Nampa considers how to handle growth with higher densities and reduced lot sizes, etc., it may consider opportunities to encourage self-reliance through community gardening and limited agricultural production near residential development. Typically, agricultural production and residential dwelling are largely incompatible. However, some degree of limited agricultural use may have less of an impact and may improve the quality of life by providing some recreational relief for residents. As densities increase, the City should consider opportunities for limited agriculture use near residential development.

5.3.4 Agricultural Land Conservation
The use of agricultural land is largely market driven. Canyon County is seeking to conserve farmland wherever possible. Tools exist for Canyon County leaders and non-profit land conservation organizations to identify and conserve agricultural land. City staff will continue to work with Canyon County to develop strategies to conserve agricultural lands, and to utilize planning tools to preserve the character of the area while respecting property rights.
5.4 Residential Land Use

5.4.1 Changes from the 2035 Comprehensive Plan

Several changes have been made to the Residential Land Use Setting section in the 2040 Comprehensive Plan.

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 (See “Gross vs. Net Density” in Exhibit 5-3). 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

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 would consist of 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

These 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.
5.5 RESIDENTIAL LAND USE SETTINGS

5.5.1 Agricultural Residential (1 or less Dwelling Unit Per Acre (Gross))
Characterized as a single-family detached residential area with a density of 1 dwelling unit or less per acre (gross). These areas are typically on the outlying areas of the City. The landscape is more rural in nature. The land use setting contains agricultural and large lot residential parcels. City services are often unavailable or at such a distance that it requires residences to utilize septic and domestic well water systems. These land use settings are identified on the Future Land Use Map in the far north near the Boise River, ½ mile south of and parallel to Lewis Lane, and near Lake Lowell. Duplexes, condominiums, apartment buildings, other zero-lot-line or residential complexes are not allowed in this land use setting.

5.5.2 Low Density Residential (1.01 – 2.5 Dwelling Units Per Acre (Gross))
This land use setting has a density of 1.01 to 2.5 dwelling units per acre (gross). Its character is less rural than the Agricultural Residential land use setting. Residential dwelling units in land use setting are typically single-family detached. Development is required to be compatible with the character of the area. High- and Medium-density development is not allowed in this land use setting.

In Nampa, typical developments have included single-family homes with garage fronts that face the street, residential landscaping, sidewalks and quiet residential streets. Areas in South Nampa and along the bluff overlooking the Boise River floodplain have been designated Low-Density Residential on the Future Land Use Map.

5.5.3 Medium Density Residential (2.51 – 8 Dwelling Units Per Acre (Gross))
With a gross density of 2.51 to 8 dwelling units per acre (gross), this is the most common land use setting in the Nampa Area of City Impact. Its character is more urban than rural but can contain rural elements such as open space. This land use setting contains single-family-detached homes, patio homes, townhomes, medium-density apartments, duplexes and condominiums. These units will be highly compatible with adjoining properties. High-density development is not allowed in this land use setting. The character of Medium-Density Residential development in Nampa typically consists of traditional streetscapes with sidewalks, street trees, covered entries, and a diversity of architectural styles. Access to garages is provided from the street or loaded by an alley at the rear of the property. As was mentioned earlier, the addition of limited mixed-use neighborhood-scale commercial development in this zone should be explored (see 5.4.1.4).
5.5.4 High-Density Residential - (8.01 Dwelling Units + Per Acre (Gross))

This Land Use setting has a density of over 8 dwelling units per acre. Its character is urban. This land use designation is typically Multi-Family Residential. It can include townhome, apartment, multi-plex and condominium buildings. For larger parcels, this land use setting would be more conducive to a town square village, cluster-building complex, planned-unit or master-planned community type of development. Compatibility with other types of dwelling units within this land use setting and adjoining properties is critical.

High-Density housing in Nampa has evolved with the implementation of improved design standards, advances in engineered building material and demand for higher quality living conditions. Typical elements within this land use setting include multi-story structures with varied architectural features and landscaping. The demand for high-density housing has increased over the past few years as the overall cost of housing has increased. High-Density condominium or townhome housing is often used as a point of entry into the real estate market. It is also used as rental and temporary housing throughout the community.

Multi-family development tenants can be long-term renters. Because of this, higher-quality living conditions, playgrounds and other amenities should be provided. Building design and landscape standards have changed, requiring better façade treatments, additional shade trees and meaningful buffer landscaping between the buildings and road. High-Density Residential development should provide buffering from adjacent land uses as well. Front yard fencing, streetscape elements and lighting should be higher quality and match the character of the neighborhood.
5.6 MIXED-USE LAND USE SETTINGS

5.6.1 Goals for Mixed-Use Development
- To provide a condition that requires more than one land use type for the same project
- To provide a process that allows more innovative design, placement and function of structures
- To conserve open space and agricultural land
- To discourage uses that are not compatible with each other and surrounding land uses
- To provide opportunities for affordable housing
- To provide opportunities for Transit-Oriented Development
- To beautify the community in a cohesive design
- To create efficiencies in resource use

5.6.2 Guidelines and Standards
Design guidelines and standards for mixed-use development should be composed through a collaborative effort between the development community, City Leaders and the community. These guidelines should be published apart from the Comprehensive Plan and will be subject to periodic review and updating. The Guidelines should include, but not be limited to:
- Outline of development approval process
- Building spacing/density/common open space requirements
- Architectural design standards
- Landscape design standards
- Roadway cross-section standards
- Community open space element options checklist/maintenance requirements

5.6.3 Mixed-Use Setting
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.

5.6.4 Characteristics of Mixed-Use Development Land Use
Developments could integrate retail, professional office, residential, recreation, hotels, plazas, live/work, civic, employment, entertainment, open space, etc. with direct, safe, and convenient connections. Developments should be vibrant, interesting and scaled appropriately.

5.6.5 Nampa’s Mixed-Use Components
Mixed Use developments contain several elements that make them livable and desirable:
• A variety of housing types and pricing levels, including affordable
• A neighborhood marketplace with a mix of commercial/services
• Central gathering areas
• Transit-Oriented Development
• Access to recreational elements, pathways and open space
• A complete transportation/street system
• Aesthetically pleasing streetscapes and landscaping
• High-quality design and architectural interest
• Business Parks

5.6.6 Residential Mixed Use
Residential Mixed-Use districts that are planned to specifically include both residential and non-residential uses. The range of nonresidential uses, and the development density of residential uses in a Residential Neighborhood Mixed-Use district will vary depending on the size of the district and the type and intensity of the surrounding development. Not every building in a Residential Neighborhood Mixed-Use district needs to include both residential and non-residential components, but both types of land uses will be accommodated within the district. Residential Neighborhood Mixed-Use districts must be planned to provide a suitable residential environment with private, semi-private and public spaces located throughout the development. For higher density cluster housing, additional open space with park-like elements will be required. Housing types could be single-family detached, live/work units, multi-plex units in a village setting, high-density residential with retail/commercial street-level storefronts below, artist studios, etc. Commercial units could include storefront commercial with a loft, neighborhood-scale building with live units above, alleyway nooks, restaurants or café’s with street seating/fireplace, etc.

5.6.6.1 Residential Neighborhood Mixed Use Design Principles
• A variety of housing types, densities and well-planned designs placed in a manner that is aesthetically and functionally pleasing. Special consideration for making each development fit within the surrounding neighborhoods, while giving it a unique sense of place.
• An interconnecting circulation system that is convenient for automobiles, pedestrians and transit.
• Ample open space with park elements and pedestrian access for all residents within the development.
• Developments near transportation corridors to allow for transit-oriented development.
• Designs elements such as landscaping, street furnishings, art and other accoutrements.

5.6.7 Community Mixed Use
Community Mixed-Use districts include development that is planned to specifically include commercial uses with a focus on providing communitywide needs and services. These areas should be sited along major transportation corridors and include public transportation access wherever feasible. Land uses in this land use setting should be transitioning to Community Mixed-Use type of development.

5.6.7.1 Community Mixed Use Design Principles
• Located on major transportation corridors, arterials, collectors and gateways.
• Developments will have interconnected circulation systems with convenient and easily interpreted access and egress for automobiles, pedestrians and public transportation
• High-Density Residential in a Planned Unit Development, Master Planned Community or Specific Plan Area is encouraged
• Housing should be well-designed; include streetscape, plazas and landscape elements that are scaled appropriately; be open and inviting, well lit, and connected
• Requires performance, architectural and engineering standards for all developments
• Can include commercial retail, large grocery stores, box stores, hotels, services for apartment-dwellers, live/work, recreation, employment centers with various business operations, commercial or light industrial/industrial business park/business park land uses with an emphasis on office and workshop facilities with minimal yards, business campuses, etc.
• Land uses located on gateway corridors will have commercial elements oriented to the corridor and require design review.
• Land Uses that are located on major transportation corridors, arterials and collector streets are complementary to the intended character of the corridor and subject to a higher standard of street presence, including landscape buffers, building treatments, screened fencing requirements, etc.

The Nampa Zoning Code should provide guidance and details about the specific zoning and land uses that will be allowed in the Community Mixed Use land use setting.

5.7 EDUCATION, PUBLIC ADMINISTRATION, HEALTH CARE and OTHER INSTITUTIONS LAND USE SETTING

The “Education, Public Administration, Health Care and Other Institutions” designation describes areas with unique uses and functions. These land uses include community services, educational campuses, civic venues, government buildings and uses, public and private schools, cemeteries, airports, transportation facilities, utilities, administrative facilities, hospitals, recreational facilities and other compatible public and quasi-public uses. These are required to be located within a well-designed and appropriately landscaped setting. It should be noted that many of these types of uses are also allowed within and adjacent to other land uses.

5.7.1 Civic Uses
This includes City Hall, Civic Center, Fire Stations and Fire Department headquarters, Police Department headquarters, Public Library, Development Services Center, Parks and Recreation Maintenance Facility, Streets Department, Wastewater Department, Kohler Lawn Cemetery, Fire Training Facility, Fish Hatchery at Wilson Ponds, and other local, county, state and federal public facilities and properties. It should be noted that Deer Flat Wildlife Refuge is shown on the map as Parkland due to its open space orientation.

5.7.2 Institutes of Higher Learning
Higher and post-secondary education is provided at academies, universities, colleges, seminaries, institutes, technical schools, vocational schools, career colleges and certain other collegiate-level institutions that award academic degrees or professional certifications. The Boise Metro Area is served by Boise State University, the University of Idaho, Idaho State University, College of Idaho, University of Phoenix, George Fox University, Boise Bible College, Carrington College, Milan Institute (including Nampa campus), Concordia Law School, Idaho College of Osteopathic Medicine and a satellite campus of Oregon’s Treasure Valley Community College. Local institutions include:
5.7.2.1 Northwest Nazarene University (NNU)
Northwest Nazarene University is a Christian comprehensive university that offers over 60 focus areas of study; master’s degree programs in eleven disciplines; accelerated degree programs; concurrent credit for high school students, and a variety of continuing education credits. In addition to its 85-acre campus located in Nampa, Idaho, the university also offers programs online as well as in Boise, Twin Falls, Idaho Falls, and in cooperation with programs in 10 countries. NNU Planning Area roughly includes an area bordered by Elder Street, E. Florida Avenue, Roosevelt Avenue, and 12th Avenue. The NNU Plan encourages coordination between university activities and surrounding uses.

5.7.2.2 College of Western Idaho (CWI)
College of Western Idaho (CWI) is a two-year institution of higher learning that offers different levels of instruction adapted to fit the needs of the community. The many benefits of a community college make it a valuable resource for Idaho’s future economic development by providing a well-trained work force for businesses and industries throughout the entire state. CWI serves as the core of community life for its students, including proximity to housing, retail, offices, public space, arts and farmer’s markets.

5.7.3 K-12 Schools
A list of schools and school districts is listed in Chapter 10, Schools and School Transportation. The schools identified for this land use setting include public and private schools in the range of K-12th grade.

5.7.4 Idaho Center
This mixed-use area located at Garrity and I-84 allows a variety of intensive land uses. The Idaho Center is a regional magnet for new commercial and tourism activities. However, the area is surrounded by agricultural and rural residential. The specific plan for this area will identify appropriate transition uses and integration of light industrial, including storefront warehousing. Topics such as access, streetscape, and signage improvement will be addressed.

5.7.5 Airport
The Airport Master Plan provides details regarding the airport property, for the airport and surrounding area is nearing completion. The plan will include landscape and building recommendations and requirements per FFA rules, and other supporting language that will influence the zoning code in that area (see Chapter 14 – Public Airport Facilities).

5.7.6 St. Alphonsus Health System
Mercy Hospital System of Nampa, which consisted of Mercy Hospital Center (Nampa), Holy Rosary Medical (Ontario) and St. Elizabeth Health Services (Baker City, Or.), became a member of St. Alphonsus Health System in 2011, which is a new four-hospital regional, faith-based Catholic ministry with over 4,300 associates and a 950+ medical staff, which serves 700,000 people in two states. The City of Nampa will work with St. Alphonsus plans for future modifications and expansions.

5.7.7 St. Luke’s Regional Medical System
St. Luke’s opened a new Medical Center on the corner of Midland Blvd. and Cherry Lane in 2012. The new facility has expanded to 87 beds, family suites for new mothers and babies, a newborn intensive care unit (NICU), children’s services with outpatient sub-specialists, additional heart services, and an intensive care unit.
5.8 COMMERCIAL LAND USE SETTING

Currently, commercial land uses are primarily found along the following arterials: Twelfth Avenue, Highway 45, Eleventh Avenue, Caldwell Boulevard, Garrity Boulevard, and 3rd Street South, which include retail stores and services. Other areas include the Karcher Mall, Treasure Valley Market Place, Gateway Center off Garrity Blvd., City Center, and Idaho Center Blvd. This land use setting includes commercial development that will occur near neighborhoods and residential settings and commercial development at a larger scale. The City’s Zoning Code should differentiate between specific commercial uses that are appropriate to the scale and fit with adjacent land uses.

5.8.1 Commercial

5.8.1.1 Commercial development near neighborhoods is typically adjacent to a local and collector or classification of roadway. This supports small-scale commercial uses which could be directly connected to or within proximity of residential development. These are not strip malls. The transition from residential to commercial will include well-designed landscaping with building orientations that preserve a quiet residential neighborhood setting. Access to these types of commercial developments from residential neighborhoods will be by internal access from a residential dwelling unit, walking, biking or short vehicular trips. Commercial building and environmental footprints will be small in comparison to a larger commercial building complex.

Commercial development near neighborhoods would include groupings of services (barber shops, hair stylist, day care, etc.), professional offices and services (administrative, accounting, clerical, insurance, real estate sales offices, neighborhood markets, banks, restaurants and other types of services). This land use could also be designed to act as a transitional buffer between other more intense non-residential uses and high-density residential uses.

5.8.1.2 General Commercial land use would be located adjacent to collector and minor arterial streets based on design and function. General Commercial land uses provide the City’s population with a wide range of goods and services, including certain business and professional offices that are appropriately located throughout the community, but the districts are not generally expected to include residential uses. This fulfills the needs for local access to goods and services. Districts should be relatively compact located along roadways, and larger commercial districts.

General Commercial land uses should provide some supporting uses to adjacent neighborhoods with attractive interface and convenient pedestrian connections. Examples of commercial land use would include retail, service industries, professional offices, banks, grocery stores, automobile-oriented establishments, some wholesale, office-front/warehouse/shop businesses, local distribution, coffee shops, restaurants, entertainment and related uses, health care clinics and facilities, hotel, motels, small shopping centers, etc.

5.9 INDUSTRIAL LAND USE SETTING

This zone permits industrial land uses that are designated as light and heavy. Light industrial uses are oriented to industries that are less impactful to surrounding land uses, require lighter utility use, cleaner in operations and emissions, and located in areas that are easily accessible by large vehicles. These are important land uses that assist the City to diversify its economy with new and renovated industrial properties. Heavy Industrial land uses are generally more impactful to the environment and surrounding land uses. They have a potential to affect the public health and safety due to sound, odors, vibrations. Examples of this type of land use is a rendering plant, automobile pick-and-pull, and junk yard. They require more intensive utility service connections and large vehicle access. The City has stated that preservation of industrial land is a high priority. Light and Heavy Industrial Land is shown as an ‘Industrial’
Land Use Setting on the Future Land Use Map. The City’s Zoning Code should show and differentiate between both uses on the zoning map. The types of industries and land uses are described in detail as follows:

5.9.1 Light industrial land uses provide for processing, warehousing and manufacturing of goods, research and development, flex space (office/warehouse/shop) development, wholesaling, distribution, general agricultural crop farming and animal husbandry, laboratory, lumber sales, nurseries, petroleum storage, indoor entertainment/amusement/recreation/sporting, automobile sales and service, restaurant, truck stop, drive-in theater, construction trade sales office, landscape/horticultural center/services, animal hospital, plant laundry facility, cold storage lockers, motel, printing and publishing, etc.

5.9.2 Heavy industrial businesses should be located away from residential development and designed where they will have minimum impact to surrounding land uses. Industries that would be included are general agricultural, crop production, livestock sales, animal husbandry, plant nurseries, cemetery/mausoleum, automobile/truck/RV/bus parking/sales/terminal, freight transfer, manufacturing, warehousing, restaurant, printing and publishing, heavy/large equipment sales, laboratory, lumber yard, etc. These uses may be best suited along railroad and major highways. Special permits may be required for users which prove incompatible with surrounding uses only when these uses can mitigate any adverse effects. In all cases, screening, landscaping and adequate access are required.

5.10 PARKS AND OPEN SPACE LAND USE SETTING

5.10.1 Open Space vs. Parks

Open Spaces are lands that are publicly (or privately owned but used by the public). These open spaces include school sites, parks, plazas, recreational areas, natural settings, pathways, trails and other facilities. Open spaces are located throughout the community. Larger and more prominent open spaces include Lake Lowell, Deer Flat Wildlife Refuge, the Wilson Ponds, Golf Courses and other large areas that have public access or access by fee.

Parks are areas that are maintained by the City of Nampa for public use. These facilities vary in size and function and include recreational facilities such as a recreation center, pools, rose garden, play areas and splash pads. Parks, Golf Courses and the Wilson Ponds are identified on the Future Land Use Map as ‘Parks’.

Information about classifications of specific parks can be found in Chapter 9 ‘Parks and Recreation’.
Exhibit 5-5: Land Use Distribution

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Future Land Uses in 2040 Comprehensive Plan</th>
<th>Acreage</th>
<th>% of total land area</th>
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<tr>
<td>Agricultural</td>
<td></td>
<td>23800.03</td>
<td>33.94%</td>
</tr>
<tr>
<td>Residential</td>
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<td>28201.84</td>
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<tr>
<td>Commercial</td>
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<td>2248.48</td>
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<td>5183.2</td>
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<tr>
<td>Public</td>
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<td>1.74%</td>
</tr>
<tr>
<td>Park/Open Space</td>
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<td>Residential Mixed Use</td>
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<tr>
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<td>1.24%</td>
</tr>
<tr>
<td>Downtown</td>
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<td>171.58</td>
<td>0.24%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>69959.8</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: City of Nampa 2019 – GIS
* Area of City Impact

5.11 Specific Types of Land Development

5.11.1 Infill Development, Redevelopment and Urban Renewal

Infill and redevelopment are terms used to define development on vacant, underutilized, partially used, unannexed, and repurposed land.

5.11.1.1 Infill

Infill occurs on undeveloped parcels within the City limits and on unannexed land or ‘enclaves’ that are surrounded by annexed land. Generally, these parcels have City utilities and power available or within proximity. Infill areas are located throughout the City but are more prominent in the expansion areas.

5.11.1.2 Redevelopment

Redevelopment refers to repurposing previously developed or blighted properties. Redevelopment projects revitalize residential and commercial areas and take advantage of existing infrastructure.

5.11.1.3 Urban Renewal

The Nampa Development Corporation is Nampa's Urban Renewal Agency, a redevelopment corporation independent of the City of Nampa. The NDC is charged with overseeing Nampa’s revitalization efforts.

Tools include the use of special development standards and flexible zoning requirements for infill and redevelopment sites. These are available through the Planned Unit Development
agreements, specifications within the zoning code for Infill and Redevelopment and applicable zoning codes that allow for greater density or mixed-use development. City code will add additional zoning provisions for smaller lot development and a list of land uses that would be suitable for most infill development.

5.11.2 Transit-Oriented Development (TOD)
Transit Oriented Development (TOD) is designed around regional transportation corridors with an emphasis of promoting the use public transportation, bicycle, carpooling or other forms of low-impact transportation in lieu of single rider automobiles. The intent is to help reduce carbon emissions and traffic congestion. Optimal neighborhood design encourages access to public transportation within walking distance, access to bicycle/pedestrian pathways, and proximity to parks and schools.

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.

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.

5.11.3.2 Planned Unit Development (PUD) provides flexibility in set-back and lot size requirements, incorporation of unique site treatments and elements, and other provisions that deviate from, or are not covered in City Code. PUD’s require agreements with the City for specific provisions and variations of the zoning code that would be allowed. PUDs may include provisions to encourage clustering of buildings, designation of common open space, and incorporation of a variety of building types and land uses.

5.11.3.3 Cluster Development
Cluster development preserves agriculture land, open space, wetlands, water bodies, viewsheds, forests, meadows and other natural features that the community values. It is intended to reduce costs and increase the amount of open space available to residents in a subdivision. If a cluster development is sited appropriately, it can benefit a community by keeping housing costs low, maintaining scenic views, providing access to open or recreation space, and creating housing options. Cluster development standards should be promoted in the subdivision ordinance, in a new stand-alone cluster development ordinance, or in the ‘Guidelines and Standards for Master Planned Communities’ (yet to be developed). Incentives to developers, such as allowing an increase in the number of lots and/or buildings that may be constructed on a site in exchange for open space or some other desired outcome should be included in the ordinance.

5.11.4 Tax Contribution
The City often receives proposals for land uses that provide little to no tax contribution to sustain the services that the community provides. Examples of these types of land uses include RV and Mobile Home Parks. The City should discourage this type of development within City Area of Impact.

5.12 Land Use Planning
5.12.1 Neighborhood Plans
The purpose of a neighborhood plan is to understand the proposed area that is being studied and to identify what individual neighborhoods want to become. To understand this, public participation of neighbors and data collection is very important. Dividing the City into planning neighborhoods, will help the City to collect important demographic (census data, fire and police call,) and site data (historic buildings and sites, conditions of infrastructures, housing units and other structures, number of parks and, open space areas, pathways, bike paths) will help to determine the physical needs of the neighborhood. With this information the, City would be able to help the neighborhood in development of the plan.

5.12.2 Small Area Plans
Small Area Plans are comprehensive zoning documents that can be used to encourage mixed use and compact development for defined geographic areas, such as downtowns and central business districts. Small Area Plans usually contain comprehensive zoning and design guidelines for the entire area that replace an area’s original zoning.
5.12.3 Specific Area Plans
A Specific Area Plan (SAP) outlines specific issues and resolutions for a defined geographic area of the City. They are used to address community needs or concerns that are unique to that region. Specific Area Plans may limit or require certain treatments or elements that are not addressed in the City Code. They can be used to address issues such as poverty, sub-standard housing, environment, land use, undesirable trends, etc. SAPs provide a means to modify or create new zoning regulations for unique areas and developments, such as mixed-use developments, Planned Unit Developments, Master Planned Communities, etc. where other conventional zoning mechanisms cannot achieve the City’s desired results.

5.12.3.1 Specific Area Plan organization
- **Design** section could describe materials, architectural styles and sign programs.
- **Landscape** section could address common open space areas with a plant palette and irrigation plans.
- **Transportation** section could include roadway cross sections and streetscapes, pathways and maybe a public transportation or Transportation Management program.
- **Infrastructure** section could address the location, sizing and timing of sewer, water, fire and other facilities and the potential development impacts related thereto.
- **Environmental** section could address water quality, riparian protection, revegetation of graded slopes, storm water runoff, erosion control, potential environmental impacts, and similar issues.
- **Phasing** section could identify how the construction would proceed and at which point in time certain infrastructure elements would be installed.
- **Review Process** section could describe the specific review and approval process for individual phases within the project. In this case, the SAP might constitute all aspects of project approval short of subdivision final plat approval.

5.13 Land Use Regulations
Land use zoning regulations generally state that no building or structure shall be erected or structurally altered or used unless otherwise provided in the zoning ordinance excepting regulations that allow for conditional use permits that allow a use or alteration based upon a special condition. In addition, the specific purposes of each zoning district shall guide the development of land uses that are of similar purpose or are compatible.

5.13.1 Subdivision regulations
Subdivision regulations provide guidance for compatible residential and other land use development to be accomplished in an orderly fashion. The comprehensive plan sets the foundation in developing these ordinances.

5.13.2 Land Use Setting Designations
The Future Land Use Map land use setting designation and descriptions in the Comprehensive Plan serve as a planning tool that assist the City in sustaining reasonable growth and development patterns and to identify land use patterns which remain consistent with the goals, objectives and strategies of the Comprehensive Plan.

5.13.3 Zoning and subdivision regulations
Zoning and subdivision regulations are implemented to manage growth by identifying land uses and how lands can be subdivided. Generally, no development occurs unless the owners of property meet local land use ordinances.
5.13.4 Zoning Ordinance
The overall purpose of zoning is to regulate the use of land, the density of land use, and the siting of development. It is meant to implement the vision of future land use in a community, as stated in the Comprehensive Plan. It is the most commonly and extensively used local technique for regulating land use as a means of accomplishing municipal goals. One of the benefits of zoning is that it makes development attractive to those who want to site a project in a specific area with a level of confidence that the community will accept the project.

Zoning commonly consists of a zoning map and a set of zoning regulations. The zoning map typically divides a municipality into various land use districts, such as residential, commercial, and industrial or manufacturing. Zoning regulations usually describe the permissible land uses and dimensional standards (such as building heights and setbacks) in each of the various zoning districts identified on the zoning map.

Nampa should look beyond the traditional single use zoning to zoning ordinances which encourage mixed-use and “clustered” development that is served by transit and is accessible to pedestrian and bicycle networks. Other options include creating zoning ordinances that protect agricultural and significant natural areas by building on existing infrastructure.

5.13.5 Subdivision Ordinance
Subdivision review regulations control how land is divided into smaller parcels, which is a key factor in the overall future growth and development. While the simple division of land may not appear to be very important, that action may spur other development, trigger the need for additional municipal infrastructure, or possibly produce demands for rezoning of an area.

At a minimum, most subdivision regulations are intended to ensure that when development occurs, the streets, lots, infrastructure and open space are properly and safely designed. More comprehensive subdivision regulations focus on whether a proposal meets the municipality’s land use objectives. Thus, subdivision regulations can be used to promote a community land development pattern that: 1) encourages preservation of open space, 2) encourages appropriate development along roads, 3) encourages an interconnected transportation network, or 4) supports an efficient provision of public services.

Although people typically think of multi-lot subdivisions as part of a large development when they think of the term “subdivision,” subdivision review regulations may also apply to any simple division of land for the purpose of sale, transfer of ownership, or development.

5.14 Other Planning Options
5.14.1 Conservation Easements
A Conservation Easement is intended to protect, preserve and conserve a natural feature, open space, agricultural land or other desired outcome. It prohibits the construction of any building or structures within the easement and prohibits the removal of all vegetation, except that which is necessary for protecting the public health and safety and/or according to an approved land management plan, where required.

5.14.2 Design Review
Nampa’s design review process is intended to ensure that redevelopment or new projects are compatible with existing styles in the surrounding neighborhood, including historic preservation. These guidelines provide clear guidance to developers about Nampa’s preferred designs, so that these
preferences can be incorporated in the early stages of developing a project, rather than later in the process when it is more costly.

5.14.3 Future Acquisition Map
Idaho Code Section 67-6517 states that a map should be developed by the City to designate lands proposed for acquisition for these services for a maximum of a twenty (20) year period. Lands designated for acquisition may include land for streets, roads, other public ways, or transportation facilities proposed for construction or alteration; proposed schools, airports, or other public buildings; proposed parks or other open spaces; or lands for other public purposes.

5.14.5 Area of City Impact
The Area of City Impact is the area that the City expects to grow within a designated time frame based upon City policy. The City of Nampa has an agreement in place with Canyon County for land use decisions in pre-defined impact areas surrounding the City. The boundaries of the Area of City Impact are contingent upon negotiations with Canyon County and adjoining municipalities and should be developed in a timely fashion. In some cases, as requested by a landowner, the City may annex outside its Area of City Impact.

Growth issues affect both the City and County. Effective growth management will require a coordinated effort involving City and County land use regulations. Some of the more specific growth-related issues include:

- Potential for growth in the areas outside of the City and within the Area of City Impact;
- Modifications to the Area of City Impact and possible annexation;
- Expansion of City services only in areas within the City limits of Nampa;
- The City recognizes that they can only make recommendations on land use issues in the Area of City Impact and
- Impacts of growth can affect the efficiency of existing and future transportation and transportation corridors.
- Pursuant to Idaho Code Section 67-6526, Area of City Impact - Negotiation Procedures: “a separate ordinance providing for application of plans and ordinances of the Area of City Impact shall be adopted. Subject to the provisions of Section 50-222, Idaho Code, an Area of City Impact must be established before a City may annex adjacent territory.” In defining an Area of City Impact, the following factors should be considered:
  - Trade Areas;
  - Geographic factors and;
  - Areas that reasonably can be expected to be annexed into the City in the future.
  - The ability of the City to provide services to that area in the future.

5.14.6 Parks and Recreation Master Plan
Parks, pathways, greenways, farms, agricultural areas, recreational sites, cemeteries, natural areas and other open spaces are important assets in the appeal and livability of Nampa and the Treasure Valley. Creating and preserving parkland and open space also attracts businesses, increases property values, and draws residents who want to enjoy an enhanced quality of life. The Parks and Recreation Department should develop a new Parks Mater Plan (see Chapter 9 – Parks and Recreation for details).

5.14.7 Development Agreements
Development agreements have been used by the City in the past to negotiate regulations and conditions that will be imposed upon a development. Sometimes they include allowances and/or regulations that are outside the traditional code requirements. In recent years, Nampa has reduced the use of development agreements in favor of updating codes and the implementation of development impact fees. On occasion, development agreements have been used to allow or disallow uses in a Planned Unit Development or commercial development that desires a specific type of standards, function or environment. Future uses of Development Agreements could also include Master Planned Communities, Infill Development and Redevelopment.

5.14.8 Overlay Areas
Overlay areas are places where additional requirements are placed on portions of existing (or underlying) zoning districts. The standards for the overlays are effectively added to the standards of the original zoning district. Therefore, careful review is warranted to ensure that multiple overlays do not overly burden a single parcel. If overlays do not exist, regular zoning code regulations take precedent. Overlays are applied to areas with special conditions (such as environmental or historic features) and within geographic boundaries that may not coincide with underlying zoning districts. Overlays can be used to limit or encourage certain uses as directed by Council action.

5.14.9 Performance Zoning
Certain land uses that are generally permitted by code can have adverse impacts to the community. The nature of the impacts is often highly subjective. Performance Zoning is an approach to land use planning that is based on quantifiable performance standards that regulate the intensity of land use to prevent adverse impact on abutting and nearby properties.¹ This can be accomplished in the form of an ordinance or code that outlines the nature of the restrictions, duration, etc.

5.15 SMART GROWTH

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

¹ www.nashuurpc.org/files/7213/9042/4981/FS34_Performance_Zoning.pdf
• 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 spatial relationships.

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1Bengford, Bob, The Urbanist Visualizing Compatible Density May 4, 2017 downloaded August 28, 2019
https://www.theurbanist.org/2017/05/04/visualizing-compatible-density/

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 per Idaho Code Section 67-6517.

STRATEGY 4: Update city codes and ordinances to align with 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 growth management modifications in the Comprehensive Plan.

STRATEGY 1: Provide personnel and financial resources to implement the growth management modifications in 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: 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

= Key Strategies

Chapter Five Action Items

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<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>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>
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<td>Create an infill and redevelopment potential Map</td>
<td>Economic Development, Planning</td>
<td>Staff Time</td>
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<tr>
<td>3</td>
<td>Update codes to align with 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>
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<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</td>
<td>Building, Economic Development, Engineering, Fire, IT, Library, Parks and Recreation, Planning and Zoning, Police, Public Works</td>
<td>Staff Time</td>
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<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>Building, Economic Development, Engineering, Fire, IT, Library, Parks and Recreation, Planning and Zoning, Police, Public Works</td>
<td>Staff Time</td>
<td>Infrastructure, Economic Opportunity</td>
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CHAPTER SIX
TRANSPORTATION

6.0 Executive Summary
The City of Nampa is served by a complete transportation system with provisions for automobiles, freight, small aircraft, pedestrians, bicyclists, public transit and rail. Connections to other communities in the Treasure Valley are made via I-84, federal and state highways, and local roads. Nampa is connected to the greater Pacific Northwest and Intermountain West via I-84, US 95, Union Pacific Railroad, Nampa Municipal Airport, and the Boise Air Terminal. Freight moves through the City by large trucks and rail. Lack of connectivity on sidewalks and bike lanes makes bicycle and pedestrian use challenging in many parts of the City. With a few exceptions, the current system was designed for capacity levels that existed years ago. Recent growth has produced traffic, roadway congestion, and increased travel times. According to the public and the Comprehensive Plan Review Advisory Committee, traffic congestion relief is the top issue of concern for Nampa citizens. Nampa has taken steps to address these issues by passage of impact fees that allow the City to prioritize city-wide street, sidewalk and pathway improvements. This chapter is intended to help City leaders and staff identify areas of concern and find solutions and funding sources to help address current need.

6.0.1 Future Outlook
The Treasure Valley population is projected to reach 1 million by the year 2040 according to the Community Planning Association of Southwest Idaho (COMPASS) Communities in Motion 2040 2.0. Commute time from Caldwell to downtown Boise is expected to double. 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

Chapter Six
Highlights...
Transportation Master Plan will guide development and maintenance over next 20 years with an estimated cost of $333 Million
Bicycle and Pedestrian Master Plan will guide development and maintenance over the next 20 years
Airport Master Plan to guide development in the airport area and vicinity over next 20 years
Emphasis on improving carpool, van pool and public transportation
City working with COMPASS to identify funding for major projects, including Highway 16 south connection to Nampa.
Transportation Funding Plan underway to provide equitable, incremental and affordable strategies to fund transportation system needs.

1 Source: COMPASS (http://www.compassidaho.org/prodserv/cim2040.htm)
6.1 Transportation Partners

6.1.1 Federal Transportation Partners

The Federal Highway Administration (FHWA) is a division of the United States Department of Transportation that specializes in highway transportation. The agency’s major activities are grouped into two programs, the Federal-aid Highway Program and the Federal Lands Highway Program.

The FHWA’s role in the Federal-aid Highway Program is to oversee federal funds used for constructing and maintaining the National Highway System (primarily Interstate Highways, U.S. Routes and most State Routes). This funding mostly comes from the federal gasoline tax and mostly goes to state departments of transportation. FHWA oversees projects using these funds to ensure that federal requirements for project eligibility, contract administration and construction standards are adhered to.

The Federal Highway Administration (FHWA) Division Offices are local field offices that provide leadership, guidance, and direction to State Departments of Transportation in the project development and delivery of transportation projects. Working collaboratively with State partners, FHWA Division Offices ensure that roads, bridges and tunnels are safe and continue to support economic growth and environmental sustainability. Additionally, to ensure accountability, the FHWA Division Offices work with the State to develop, track and analyze activities and recommend innovative techniques and strategies to improve the performance of the transportation system. FHWA and its Division Offices are responsible for working with State Departments of Transportation to ensure that the nation’s strategic investments preserve and modernize the U.S. highway system - and ultimately to save lives. The FHWA Idaho Division Field Office is located in Boise.

6.1.2 State of Idaho Transportation Partners

The Idaho Transportation Department (ITD) is the state of Idaho governmental organization responsible for state transportation infrastructure. This includes ongoing operations and maintenance as well as planning for future needs of the state and its citizens. The agency is responsible for overseeing the disbursement of federal, state, and grant funding for the transportation programs of the state.

ITD developed a Long-Range Transportation Plan in 2010 called “Idaho on the Move”. The plan establishes three long-range goals which were and still are critical in supporting Idaho’s economy and quality of life: Safety, Mobility, and Economic Vitality. Since the adoption of “Idaho on the Move,” ITD has elevated these three goals to now serve as the Department’s mission.

ITD also produced a Long-Range Transportation Plan, branded as IDAGO 2040, that provides information, guidance, and recommendations covering the important topics of growth, modes of transportation, technology, and data analytics. The plan addresses implementation, with recommendations tied to ITD’s project-delivery-focused work structure, outlining how this plan will improve processes. The Department’s plan is focused primarily on surface transportation and the State Highway System; however, there are important relationships from the Divisions of Motor Vehicles and Aeronautics that tie into the future of Idaho’s transportation network.

The context of the plan is framed by ITD’s long-term goals (LTG) from its Strategic Plan:

- LTG-1: Commit to providing the safest transportation system possible.
- LTG-2: Provide a mobility-focused transportation system that drives economic opportunity.
- LTG-3: Become the best organization by continually developing employees and implementing innovative business practices

2 Source: https://www.fhwa.dot.gov/
In addition to these long-term goals, the plan outlines the following recurring and most common issues mentioned to ITD staff during public and stakeholder outreach to provide additional context.

From the public:

- Congestion/delay relief and preservation/maintenance are the top two strategies for pursuing ITD’s mission (per survey results)
- Commuting, personal/general, and recreational trips were the top use of the State Highway System (per public outreach survey)
- Preserving quality of life (from public comments)
- More public transportation options in Idaho (from survey results and comments)
- Actively pursue coordination with external agencies through partnerships, data sharing, and research opportunities (stakeholders)
- Consider all modes of transportation in planning and project development (stakeholders)
- Be a leader on applicable statewide transportation issues (stakeholders)

6.1.3 Regional Transportation Partners

The current regional plan, COMPASS CIM 2040 2.0, addresses four components of the Treasure Valley’s transportation system: bicycle/pedestrian, freight, roadways and public transportation – busses and commuter vans. Nampa should continue to work with COMPASS on transportation system improvements, regional planning and funding strategies.

Working with Federal, State and Local partners, the City of Nampa continues to work toward implementing transportation options that provide all citizens with a safe, efficient, and well-maintained transportation system.

6.2 Existing Transportation System

6.2.1 History and Background

Nampa began its life in the early 1880s when the Oregon Short Line Railroad built a line from Granger, Wyoming, to Huntington, Oregon, which passed through Nampa. More railroad lines sprang up running through Nampa, making it a very important railroad town. Alexander and Hannah Duffes established one of the town’s first homesteads, eventually forming the Nampa Land and Improvement Company with the help of their friend and co-founder, James McGee. Despite the name, many of the first settlers referred to the town as “New Jerusalem” because of the strong religious focus of its citizens. After only a year the town had grown from 15 homes to 50. As new amenities were added to the town, Nampa continued its growth and was incorporated in 1890.

Unlike most towns in that historic era with streets that ran true north and south, Nampa’s historic roads ran perpendicular to the railroad tracks that traveled northwest to southeast. Farming in Nampa was dependent upon irrigation provided through a canal system developed in the early 1900’s and subject to

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3 Source: https://itd.idaho.gov/

4 Source: COMPASS CIM 2040 2.0’
The local farming industry stabilized, with exception of market fluctuations after World War I, with the establishment of the Crescent Brewing Co. in 1907 and Amalgamated Sugar plant in 1942. In 1949, the Nampa Industrial Corporation (NIC) was formed to encourage other economic development beyond farming. By the 1970s the NIC’s investment in land and facility improvements had resulted in a more diverse economy, having encouraged new businesses and industries to locate in Nampa. During this time period, residential and business development grew from the downtown grid to roads that were laid out on a NS/EW alignment away from town. The transportation system that serves these businesses and subdivisions has been improved over time, however, there are many areas where roadways remain inadequate to handle the amount of traffic.5

6.2.2 Update to the 2012 Transportation Master Plan
The Nampa Public Works Department has worked with the community to update the 2012 Transportation Master Plan. It identifies over 140 capital improvement projects that will be required through 2040 with an estimated cost of $532 Million. This document will guide the development of the transportation system for the next 20 years (See section 6.14.1).

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

6.3 Functional Classification
Functional classifications for Nampa’s roadways are a joint responsibility of the Nampa City Council and COMPASS. Classifications are maintained for federal funding purposes (a ten-year horizon) and for city planning purposes (a 25-year horizon). The following classifications are:

- Interstate/Expressways
- Principal Arterials
- Minor Arterials
- Collectors
- Local Streets

Exhibit 6-1 describes each class of roadway in Nampa. This table identifies functional classifications that exist in the City of Nampa. Columns labeled “Description” and “Portion of Total System” generally represents characteristics of each functional class as described by the Institute of Transportation Engineers. Typical Attributes, on the other hand, are specific to the City of Nampa. Those for the Interstate classification represent attributes governed by the Idaho Transportation Department.

5 Source: https://www.cityofnampa.us/328/History-of-Nampa

6 Source: https://id-nampa2.civicplus.com/522/Nampa-Transportation-Master-Plan
### Exhibit 6-1: Street Classifications

<table>
<thead>
<tr>
<th>Functional Classification</th>
<th>Urban Applications</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Description</td>
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<tr>
<td>Interstate/Expressways</td>
<td><strong>Service:</strong> Movement through or between urban areas. Movement between major activity and urban centers within a region. <strong>Spacing between routes:</strong> Varies significantly from one geography to another</td>
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<tr>
<td>Principal Arterial</td>
<td><strong>Service:</strong> Major movements within an urban area. <strong>Major activity centers:</strong> Important transportation terminals, regional shopping centers, large institutional facilities, major industrial/commercial centers, &amp; regional recreation areas. Highest volume, longest trip corridors with high proportion of total urban travel. Integrated, both internally and between major rural connections. Should not penetrate identifiable neighborhoods. Typically includes accommodation for public transportation <strong>Spacing between principal arterials:</strong> less than 1 mile in central business areas to 5 miles in sparsely developed urban fringes</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td><strong>Service:</strong> Provide intra-community continuity Should not penetrate identifiable neighborhoods. Interconnects collectors with principal arterial network Often includes accommodation for public transportation <strong>Spacing between minor arterials:</strong> 1/8 – ½ mile in CBD, normally not more than 1 mile in fully developed areas, and 2-3 miles in suburban fringe</td>
</tr>
<tr>
<td>Collector</td>
<td><strong>Service:</strong> Interconnects local streets with arterials Traffic circulation within residential neighborhoods, commercial and industrial areas. May penetrate residential neighborhoods. May include street grid in CBD or like areas.</td>
</tr>
<tr>
<td>Functional Classification</td>
<td>Urban Applications</td>
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</tr>
<tr>
<td></td>
<td>Description</td>
</tr>
<tr>
<td></td>
<td>May include accommodation for public transit</td>
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<tr>
<td></td>
<td><strong>Range of dwelling units served:</strong> 200-1000</td>
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<tr>
<td></td>
<td><strong>Length:</strong> Continuous for 1 mile or greater when ADT exceeds 3,000; otherwise, may be of any length</td>
</tr>
<tr>
<td>Local Road</td>
<td>Service: Provides access to land adjacent to collector network. Relatively short travel distance. Through traffic movement usually discouraged. Usually no bus routes.</td>
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**LEGEND:**
- ADT – Average Daily Travel, expressed in number of trips
- CBD – Central Business District
- FHWA – Federal Highway Administration
- ROW – Right-of-Way, expressed as total width in feet
- TSCM – Total System Centerline Miles
- VMT – Vehicle Miles of Travel

### 6.3.1 Alleyways

Many areas in Nampa have alleyways behind their properties. These are public rights-of-way that provide legal access for residential parking and garage access for the properties that they serve. Alleyways provide utility access and refuse disposal routes as well. Many alleyways are not well maintained. **Nampa should seek to improve its alleyway system and create new alleyways in denser development proposals (See Chapter 5 – Land Use).**

### 6.4 Federal and State Highway System

Incorporated cities in the state of Idaho, except for cities in Ada County, generally have jurisdiction over roadways within city boundaries. Idaho Transportation Department (ITD) has jurisdiction over state roads and interstates. Highway districts have jurisdiction over all public roads outside city limits.

#### 6.4.1 Interstate Highway 84 (I-84)

**Interstate Highway 84** is an Interstate Highway in the northwestern United States. The highway runs from Portland, Oregon, to a junction with I-80 near Echo, Utah. The sections running through Oregon and Idaho are also known as the Vietnam Veterans Memorial Highway. The highway originally served as a fork of I-80 to serve the Pacific Northwest and was originally numbered Interstate 80N. The highway serves and connects Portland, Nampa, and Salt Lake City. Seattle, Washington is indirectly served by I-84 via a connection with I-82. With the connection to I-80, I-84 connects these cities to points east. I-84 is accessed from Karcher Road, Northside Blvd., N. Franklin Blvd., and Garrity Blvd.
6.4.2 Interstate 84 Business Loop (I-84B)
I-84B is a business loop that connects Nampa’s Garrity Boulevard interchange with Caldwell’s Franklin Road interchange via Garrity Boulevard, 11th Avenue, a 2nd & 3rd Streets one-way couplet and the Nampa-Caldwell Boulevard. Idaho Transportation Department (IDT) and the City of Nampa are currently reviewing the function and future of this state-controlled facility.

6.4.3 US-20/26 (Chinden Boulevard)
This east-west highway under ITD’s jurisdiction connects the cities of Caldwell, Nampa, Meridian, Garden City and Boise, and serves as an alternate route to I-84. The US-20/26 corridor runs between Eagle Road on the east and I-84 in Canyon County on the west. IDT is conducting a US-20/26 Corridor Study that will identify future transportation improvements and determine the need for future rights-of-way between Boise and Caldwell.7

6.4.4 12th Avenue South (State Highway 45 (SH-45))
SH-45 Begins at an intersection with State Highway 78 before crossing the Snake River and heading northeast. The highway continues due north into the city of Nampa at 12th Avenue Road, passing by Mercy Medical Center and Northwest Nazarene University. Then, SH-45 turns northeast on 12th Avenue before forming a one-way couplet with 11th Avenue before ending at 2nd Street South. The corridor also serves as a commuter route from Owyhee County and the City of Melba to urban areas of the region.

6.4.5 Karcher Road (State Highway 55 (SH-55))
The Canyon County section of the SH-55 corridor runs twenty miles from the Snake River, turning east at the Sunnyslope Road corner and following Karcher Road through southern Caldwell and the northwest corner of Nampa before following I-84 into Ada County. Karcher Road functions as a rural two-lane highway until it runs into large commercial developments in Nampa. A recently adopted ITD corridor plan anticipates it will be a five-lane facility throughout its length between Sunnyslope and I-84 within the next twenty years.

6.4.6 U.S. Route 95 (US-95)
US-95 is a north–south U.S. highway in the western United States. As of 2010, the highway’s southern terminus is in San Luis, Arizona, on the Mexico–US border, where Calle 1, a short spur leads to Mexican Federal Highway 2 in San Luis Río Colorado, Sonora. Its northern terminus is in Boundary County, Idaho, at the Canada–US border in Eastport, Idaho, where it continues north as British Columbia Highway 95. US 95 is an undivided two-lane highway during most of its length in Idaho, which is over 538 miles (866 km).

U.S. 95 enters Idaho from Oregon in Owyhee County, about 50 miles (80 km) southwest of Boise. It passes through Homedale and crosses the Snake River and is accessible from Nampa via State Highway 55. As it proceeds north, US 95 crosses I-84 and US 30 before going through the Payette National Forest.

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 SH-44, U.S. 20/26, Ustick Road, Franklin Road, and I-84. Nampa seeks to extend access to Highway 16 from south of I-84.

7 Source: Idaho Transportation Department U.S. 20/26 Corridor Study https://apps.itd.idaho.gov/apps/us2026CorridorStudy/plan.html
6.5 East/West Corridors

There are seven east/west local corridors that extend through Nampa connecting Caldwell to Boise. East/west corridors to the south of Nampa leading into Ada County are rural roads and will not serve the capacity needs as the valley continues to see significant growth. The following is a description of the east/west corridors that may need improvements in the coming years to meet the increasing demand.

6.5.1 Ustick Road

Ustick Road is one of the longest continuous corridors in the two-county region. It runs thirty-seven miles from the Snake River in Canyon County to Curtis Road in Ada County. The road changes in character and service capacity several times as it connects undeveloped rural areas with rapidly developing residential and commercial areas in Caldwell, Nampa, and Meridian, and ends with established neighborhoods and commercial development in Boise. In Canyon County, the corridor serves as a principal east-west arterial.

6.5.2 E. Victory Road

This corridor has a western terminus at N. Sugar Ave and continues east to the Boise Airport at S. Orchard St. Victory Road is predominately a two-lane facility with at-grade intersections. As the populations of Ada and Canyon Counties continue to grow, Victory Road will become a more important corridor option for travel between the two counties to avoid a congested interstate. A future connection between Airport Road and Overland Road, identified as an unfunded project in CIM 2040 2.0, would provide another alternative south of I-84.

6.5.3 Amity Road

Amity Road is the primary east-west commuter route south of I-84. It is one of three main corridors south of I-84 that connects Nampa to Boise and serves as an alternative route between the Garrity and Meridian Interchanges during high levels of congestion and delay on I-84. Amity Road is two lanes; posted speeds range from thirty-five miles per hour to fifty miles per hour. This corridor extends east as E. Amity Ave. from 12th Ave Rd. in Southwest Nampa (extended from Lake Lowell Avenue) where it changes from Amity Road at S McDermott Rd. and runs to Maple Grove Road in Southwest Boise.

6.5.4 Franklin Road

Franklin Road stretches from Idaho Center Blvd in Nampa, changes name at the I-84 overcrossing to W Franklin St. in Boise where it transitions to Rose Hill Street which then terminates at Vista Avenue a mile further to the east. This east-west corridor connects Nampa, Caldwell, Meridian, and Boise and serves as an alternate route to I-84. Its width is generally a two-lane facility in Canyon County and increasingly a five-lane facility in Ada County. There is a two-mile bottleneck that is unfunded between Star Road and Black Cat Road which offers a better alternative to I-84.

6.5.5 Cherry Lane

Cherry Lane stretches twenty miles from North Middleton Road in Canyon County near the Nampa/Caldwell city limits, to downtown Boise, changing to Fairview Avenue at Meridian Road. This east-west corridor connects Nampa, Caldwell, Meridian, and Boise and serves as an alternate route to I-84.

6.5.6 Bowmont/Kuna-Mora Road

Bowmont Road is lightly traveled and passes through mostly agricultural areas and sagebrush. Its length and undeveloped status, however, establish its future importance as an east-west route. Recently, a western extension of this route was identified that extends around the southern and western sides of Lake Lowell connecting back to SH-55 at Malt Road. Right-of-way for this extension is protected by a Canyon County zoning overlay ordinance. Kuna-Mora Road, when connected to SH-45 via Bowmont Road and improved in other sections to an improved two-lane highway, can begin to offer travelers in south Ada and
Canyon counties another alternative route. While slated for minor improvements during the next twenty-five years, efforts are being made to encourage preservation of the corridor for an expressway with potential grade-separated interchanges in the future.

6.5.7 Locust Lane/Columbia Road
Locust Lane is a minor arterial providing continuous east/west travel south of Nampa. At its western origin, it begins at Lake Lowell and continues east becoming Columbia Road at the intersection with the Union Pacific Railroad and East Greenhurst Road. Columbia Road continues into south Ada County terminating at S Five Mile Rd. providing connectivity between the two counties.

6.5.8 Greenhurst Rd.
Greenhurst Rd. is a principal arterial with regional impacts in south Nampa and connections to Kuna and Lake Lowell. It runs east/west starting at Midway Rd near Lake Lowell to the Union Pacific Railroad tracks where it turns southeast. Greenhurst Rd. terminates a N Black Cat Rd. in Kuna. Future connections are Greenhurst Rd. to Lake Hazel Rd. and Airport Rd. to W. Overland Rd. A future connection between Greenhurst Road and Lake Hazel Road is identified as an unfunded project in CIM 2040 2.0.

6.6 North/South Corridors
North/south corridors are becoming congested by heavy use; especially during the morning and evening commute hours. Development has been approved without any additional direct connections on NS roads to I-84. Widening of the current connections to I-84 have occurred on Garrity and Karcher Road. Other I-84 interchanges exist at Northside and Midland. Highway 16 is slated to connect I-84 to Highway 20/26 in the future. Alternatives such as expanded roadways with multiple lanes and other improvements are required in the immediate near future.8

6.6.1 Middleton Road
Middleton Road is an important north-south arterial road that links the City of Middleton to the City of Nampa. The road is regionally significant since it is the only road to cross the Boise River east of I-84 in Canyon County. It begins at the BLM property in Middleton, crosses Highway 44, the Boise River, State Highway 20/26, I-84, passes through W Nampa and ends at W. Greenhurst Rd. In the Nampa area, Middleton Road is designated a principal arterial as it handles north-south traffic to and from the Karcher Interchange area.

6.6.2 Midland Boulevard
Midland Boulevard is a north-south corridor one mile west of the Nampa City Center. Midland Boulevard carries a large amount of traffic due to its proximity to Nampa and its direct connection to the new Karcher Road interchange. Midland Boulevard extends north past the connection with US-20/26 to the Boise River and south where it ends north of Lake Lowell.

6.6.3 Sunnyridge Road/Holly Street/16th Ave.
Sunnyridge Road/Holly Street/16th Ave is a north/south corridor that runs from Downtown Nampa to Lewis Lane in south Nampa.

6.6.4 Southside Boulevard/Kings Road
The Southside Boulevard/Kings Road corridor runs for approximately 18 miles north/south from Garrity Boulevard to Melba in southern Canyon County. The section of this corridor from the Union Pacific Railroad

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8 SOURCE: https://id-nampa2.civicplus.com/522/Nampa-Transportation-Master-Plan
north to Garrity Blvd. is named Kings Road. From the Union Pacific Railroad south it is named Southside Boulevard. It provides one of only four grade separated railroad crossings in the city.

6.6.5 Happy Valley Road
Happy Valley Road proceeds south from I-84 and Stamm Lane to Bowmont Road south of Nampa. Stamm Lane connects the corridor to Garrity Road and the Garrity Interchange.

6.7 Robinson Road/SH 16 Connection
The Robinson Road/Star Road north-south corridor currently carries a significant amount of traffic between its termini at Floating Feather Road in north Ada County and Melba in south Canyon County. This roadway crosses the Boise River, I-84, and the Union Pacific Railroad tracks. It is likely that Robinson Road will use Flamingo Road as the I-84 connection.

6.8 Public Transportation Services
Public transportation – locally comprised of buses and commuter vans – serves an integral role in the overall transportation system. Along with bicycle, pedestrian, freight, and roadways, it is one of the components of the Treasure Valley’s transportation system addressed in COMPASS CIM 2040 2.0.

A Public Transportation Workgroup has been established to develop and recommend a future public transportation system and phasing of needed improvements in the Treasure Valley. Work will focus on meeting regional public transportation needs in the two counties to improve mobility and access and to maximize transportation investments.

6.8.1 Valley Regional Transit (VRT)
VRT is the regional public transportation authority for Ada and Canyon Counties in southwest Idaho. Its main responsibilities are to coordinate transit services and implement a regional public transportation system. VRT completed a comprehensive Regional Operations and Capital Improvement Plan named ValleyConnect 2.0 in 2018.

6.8.2 Treasure Valley Transit, Inc. is a private non-profit public transportation company operating in rural southwestern Idaho since 1992. TVT’s primary emphasis is our customer, a high standard of service and community outreach. TVT has created diversified funding sources utilizing a business approach through planning and implementation. Each service is branded to facilitate local ownership by the residents, elected officials and the business community.

6.8.3 Vanpool/Carpool Programs
The demand for vanpool/carpool service between Nampa, and Boise continues to grow. ‘Commuteride’ provides vanpool, carpool, and employer services to Nampa residents that commute into Ada County is operated by Ada County Highway District (ACHD).

9 Source: COMPASS downloaded September 10, 2019 (http://www.compassidaho.org/people/workgroups.htm#ptwg)
10 Source COMPASS TRANSPORTATION PLANNING – PUBLIC TRANSPORTATION downloaded August 2019 (http://www.compassidaho.org/)
12 ACHD Commuteride downloaded September 10, 2019 (http://www.commuteride.com/about)
6.8.3.1 Park and Ride

Lots can be found at various locations throughout the region where commuters can park and join a prearranged carpool or vanpool. These sites are subject to change as routes are changed or upgraded. With Nampa’s Central Treasure Valley location and proximity to I-84, future regional park and ride/transfer facilities near the interchanges at Garrity and Nampa Boulevard are likely to be developed in the future. Other lots along State Highways 44 and 55 may also be developed as growth continues in these areas.

6.8.4 Paratransit & Other Ride Services

Valley Regional Transit (VRT) operates a paratransit service called ACCESS that provides pickup and drop-off services in a defined area near fixed-line bus service. This service is available to those who cannot use the fixed-line service.

Demand Response offers service to senior citizens and persons with disabilities. Nampa Senior Citizens provides transportation for nearly 100 seniors a week to Downtown Nampa, Karcher Mall, and various medical offices. A “St. Alphonsus Express” van operated by St. Alphonsus Hospital also provides limited transportation for medical needs.

There are several taxi companies that provide transportation needs within Nampa and throughout the Treasure Valley. Uber and Lyft provide alternative forms of transportation.

6.9 Bicycle and Pedestrian Facilities

The first multi-use pathway network for Nampa was identified in the 1990’s. Pathways were constructed as city projects and as a requirement in the private land development process. In 2011 more than 12 miles of multi-use pathways had been developed within the city boundaries. These pathways provide recreational opportunities as well as important off-road transportation connections across the community.

Since the mid 1970’s City policy has required new subdivisions to construct sidewalks as part of development. This policy has significantly expanded the pedestrian network in Nampa, but several issues have led to major gaps. First, older sections of Nampa still have an inconsistent sidewalk network. Second, as Nampa has grown, it has encompassed what was previously rural County parcels and County subdivisions that were not required to have sidewalks at the time of development. Finally, requirements for constructing sidewalks have sometimes been waved or deferred due to their more rural setting. As a result, Nampa’s sidewalk network provides fair connectivity within newer large subdivisions but is generally inconsistent for making trips across the community.

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 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

6.10 Nampa Municipal Airport

Constructed in the late 1920s, Nampa Municipal Airport (MAN) is a key aviation resource to the Treasure Valley. Professional pilots, businessmen, corporate and recreational aircraft owners rely on the services provided by a fixed base operator and multiple specialized aviation service operators.

The Nampa Airport is located 1.5 miles northeast of city center and provides quick access to I-84. Nampa is the closest general aviation airport to Boise (BOI); only a 20-minute drive via I-84. The Airport is comprised of 242 acres, has over 300 based aircraft and handles approximately 72,000 operations annually.

The City owns 115 enclosed hangars made up of 72 T-hangars, 5 twin T-hangars, 20 block hangars and 18 end hangars, as well as 30 shade hangars and 59 tie-downs.

The Airport Master Plan is underway (see Chapter 14 – Public Airport Facilities)

6.11 Freight

Moving goods safely and efficiently by roadway and rail lines is a critical component of Nampa’s economic strategy. Freight is transported by truck via multiple state highways and I-84. In addition, Union Pacific Railroad’s mainline traverses the City, providing freight transport by rail. As of the date of this plan, Nampa has 27 trucking companies that facilitate the movement of goods and services throughout the city and the region. As growth continues, there will be an increase in the amount of freight by trucks and rail.

**Trucking Companies:**
- Summit Transport
- S&S Truck Service
- Wolfhound Transportation
- Transactions, Inc.
- Apex Container, Inc.
- Gordillo Transport
- Frasier Transport
- Table Rock Transport, Inc.
- Ges Trucking
- Kuzy Trucking
- Ackerman Trucking
- Odessey Truck Lines, Inc.
- H&W Trucking
- Whip and Spur Trucking
- D&J Trucking
- Fire Attack Transport Co, Inc

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6.11.1 Truck Routes

COMPASS has completed a Freight Study. The freight study identifies freight corridors and related land use needs, develops a profile of the regionally most important commodities and supply chains, and identifies projects and/or policies to address maintenance needs, improve safety, and manage congestion. COMPASS recognizes the importance of connecting land use planning activities to freight transportation planning as a step in improving regional mobility. This project is intended to provide knowledge and tools to enable community development agencies in the Treasure Valley region to more fully account for goods movement in planning, zoning, and development.15

From previous COMPASS Freight Studies, the types of trucks traveling through the study area on major highways are on average semi box unit trucks (39%), flatbed trucks (19%), refrigerated or “reefer” trucks (17%), and multi-unit semi-trucks (10%). Commercial vehicles traveling within the Nampa area are predominantly light trucks (42%) and heavy trucks, including semi-trucks (16%) and vans (14%).

Most of these trucks are traveling to or from Nampa either to deliver or pick up cargo. Approximately 60% of the cargo dropped off in Nampa stays in Nampa while 40% moves on to other destinations. A relatively small percentage travels through Nampa without stopping. Trucks that are traveling through the area primarily use I-84.

The current City Code allows operating a truck or any commercial vehicle with or without a load within the City limits except upon those streets or parts of streets designated as truck routes on a map on file in the City Engineer's Office and posted by signs. (City of Nampa Ord. 4165, 3-2-2015)

Designated Truck Routes through Nampa are Caldwell Boulevard, Highway 55 and 45 with an allowable weight limit of:
- Single Axle 30,000 lbs.
- Two-Axle Tandem 51,500 lbs.
- Three-Axle Tridem 64,500 lbs.16

In addition, Canyon County landfill is located just southwest of Nampa at the west end of Missouri Ave. In 2010, the landfill absorbed 179,175 tons of garbage. In 2016 the intake increased to 247,123 tons. The

average annual increase in tonnage has been 6%. Cross-town trips from the urban areas to the landfill are numerous.\textsuperscript{17}

Farm trucks carrying sugar beets and other agricultural products travel from agricultural portions of Canyon County to the processing factory in north Nampa. Milk trucks carrying milk from regional dairies to the cheese factory on Franklin Road year-round.

The City of Nampa Transportation Master Plan and associated planning processes are addressing truck transportation in the downtown area and other areas of the community. The City should continue to address safety and other concerns associated with the movement of large trucks through the downtown area and other parts of the community.

6.11.2 Rail
Nampa has historically been a hub for freight delivered by rail with Union Pacific Railroad’s mainline running diagonally northwest to southeast through the center of the City. Railroads in Nampa are used typically to transport goods from and through the area. Tracks and warning signals in Nampa are owned by Union Pacific Railroad.

6.12 Operations and Maintenance
State and Federal highways and I-84 are maintained by the Idaho Transportation Department with state funding. Federal capital improvement funding is utilized for new infrastructure improvements. The Federal Infrastructure for the Rebuilding of America grant program allocated $90 million to the Idaho Department of Transportation in the amount of $90,240,000 to improve approximately 2.8 miles of I-84 from the Karcher Road Interchange to Franklin Boulevard. The improvements include widening I-84 to three lanes in each direction, adding auxiliary lanes, replacing and widening an overpass and an undersized canal structure, replacing and expanding two bridges over a railroad and canal, ramp improvements, reconstruction of an interchange, and reconstruction of a bridge over I-84 from Caldwell to Meridian.\textsuperscript{18}

6.12.1 Roadway Maintenance
The City of Nampa has primary responsibility for operating and maintaining Nampa’s local roadway network. This network consists of existing roadways, new roadways contributed by developers, roads that are developed with impact fees, over 60 signalized intersections, and transfers from other transportation agencies to the City of Nampa. Annually, the Public Works Department must maintain and operate this constantly growing asset.

6.12.1.1 Asset Management
Asset management refers to the process of maintaining and improving the assets of the City by utilizing a sound, long-term approach to managing infrastructure. As an important City asset, Nampa’s roadways and bridges are maintained through this process. Though some large roadway projects are implemented each year outside of the asset management program, most ongoing maintenance occurs by rotating through seven zones of the City. Each of the seven zones, beginning in different years, goes through a continuous improvement process in which the City will:

\begin{footnotesize}
\begin{enumerate}
\item Source: https://www.idahopress.com/news/local/canyon-county-is-discussing-how-to-expand-pickles-butte-landfill/article_7ddfb4a4-7d14-5475-b8e9-db200c439510.html
\item Source: https://www.transportation.gov/buildamerica/infragrants/proposed-infra-awards-map
\end{enumerate}
\end{footnotesize}
inspect, evaluate, repair/improve and repeat. Master plans are analyzed during the evaluation phase and are implemented during the repair/improve phase. The process begins anew every seven years to ensure ongoing management of roadways. The principles of asset management apply equally to all functions and the entire life cycle of decision-making from defining policy objectives to planning, programming, budgeting, program and project development and design, operations, construction, maintenance, and system monitoring through pavement management inspections.

6.12.1.2 Roadways Built by Development
Nearly 150 miles of new roadway have been constructed in the City since 2000 by developers. The recent impact fee program requires builders to pay into a road capital improvement fund that can be used wherever the city deems is needed. These new road segments add to the burden of maintaining a large roadway system.

6.12.1.3 Jurisdictional Transfer of Roadway Responsibility
Jurisdictional transfers occur when either ITD or the highway districts give up ownership and maintenance responsibility to the City of Nampa. The City of Nampa must then review the existing characteristics of the roadway prior to the transfer of public rights of way to determine the impact to ongoing maintenance and operation of that infrastructure. The City must incorporate the new infrastructure into the planning, budgeting and maintenance processes for City roadways.

6.12.1.4 Other Maintenance Services
Other services provided by the City of Nampa Public Works Department include: alley maintenance, bridge maintenance and repair, dangerous tree removal, debris and litter control, ditches – clearing and cleaning, drainage maintenance and repair, guardrail repair, mowing and grading, painting and striping, pavement management to include maintenance, rebuilds and new construction, pothole repair, road closures, signs, signals and lights, snow and ice removal, storm drain maintenance, storm response, sweeping, utility coordination, as well as treatment of weeds within the roadway right of way and various City properties.

6.13 Roadway Operations
6.13.1 Access Management
Access management refers to systematic controls of the location and design of intersections (including driveways) along a roadway to help enhance safety and movement of traffic. It also includes roadway design applications that affect access such as two-way turn lanes (TWTLs) and other median treatments. The goals of access management are to achieve an optimal balance by reducing the number of conflicts between vehicles, bicycles and pedestrians, thus promoting a safer, higher quality transportation system while fulfilling the need to provide adequate access to adjacent properties and businesses.

Most opportunities for managing access points (i.e., reducing conflicts) lie in considering turning movements into and out of driveways and limiting the frequency of, increasing the distance between roadway intersections or implementing sight distance guidelines to improve safety. To effectively manage access, land use restrictions must be made in concert with the needs of the transportation system. This requires the City’s planning department to coordinate with several transportation agencies in addition to their own Public Works Department. In addition, the City is developing an access management plan to guide approval of new development.

6.13.2 Permitting
A permit is required when:
• a new driveway or street connection is proposed on a City Road
• an existing driveway is proposed to be modified (widened, channelized, relocated, etc.)
• a driveway is removed
• if development-driven traffic impacts predicate needed changes on the City roadways (such as the need for turn or auxiliary lanes)
• if temporary access is needed to facilitate construction activities
• changes in site land uses (even if no modifications to existing driveways are proposed)

6.13.3 Congestion Management Process (CMP)
Congestion Management projects improve safety, facilitate traffic flow and improve traveler information, but do not require much (if any) actual roadway construction. Examples of congestion management strategies include upgrading traffic signal equipment, changing the timing of traffic signals, access control projects, shifting trips from auto to other modes (public transit improvements, bike/pedestrian) and adding capacity (addition of general-purpose lanes).
As part of the CMP, locations that meet the following three characteristics are identified for priority improvements:
• Roadway segments that are currently congested;
• Roadway segments that are also expected to be congested in the future (30-year horizon); and,
• Roadway segments for which no improvements are funded in regional long-range plans.
Costs associated with congestion management projects are estimated by the Nampa Public Works Department with specific input from the Traffic and Street Division staff.

COMPASS is wrapping up the 2019 Transportation Systems Management and Operations (TSMO)/ITS plan which includes a list of strategies and projects, and contains a toolkit intended for use by members agencies. The current reports are available online.19

6.13.4 Traffic and Emergency Operations Center
The City of Nampa is developing a Traffic and Emergency Operations Center (TEAM), utilizing technology to improve congestion management and citizen safety.

6.13.5 Traffic Calming
Traffic calming measures are designed to reduce vehicle speeds, improve safety and enhance neighborhoods and communities by using infrastructure to alter driver behaviors. Traffic calming designs involve balancing personal safety with regional mobility needs and route preservation. The implementation of traffic calming is intended to reduce the necessity for policing. Examples may include interactive message boards, roundabouts, diverters, speed tables, landscape islands, narrower lanes, pavement or crosswalk texturing and bulb-outs. Nampa’s Traffic Division works with City departments and Nampa residents and businesses to construct appropriate traffic calming infrastructure.

6.13.6 Lighting
The City is primarily responsible for the traffic signals in the City and partner with Idaho Power to provide street light illumination.

6.14 Existing Transportation Plans and Design Standards
Currently Nampa is addressing the effects of significant growth over the past 30 years. Subdivision development has been occurring in agricultural areas away from downtown and Interstate 84. Local,

arterial and collector roads that were once lightly travelled are heavily impacted during commute hours. The community has expressed concern about this issue for several years and have stated unequivocally that traffic congestion is their primary concern.

Treasure Valley population is predicted to be 1 million by 2040. Nampa’s population is predicted to be about 150,000. This level of growth coupled with current insufficiencies in infrastructure warrants continued planning and updating of design standards.20

6.15 Regional Planning

6.15.1 Idaho Department of Transportation’s ‘Long-Range Transportation Master Plan’

Over the last two years, planning staff from the Idaho Transportation Department (ITD) have engaged the public, stakeholders, and transportation professionals across Idaho in conversations about our present transportation infrastructure, future conditions, needs, and issues that we can expect as we progress toward the year 2040. This plan is a result of collaborative work group sessions, interactive surveys, and one-on-one engagement. ITD planners have used feedback from these efforts to develop a plan that provides recommendations to best navigate transportation decision making through 2040.

The ITD Long-Range Transportation Plan, branded as IDAGO 2040, provides information, guidance, and recommendations within the first four chapters covering the important topics of growth, modes of transportation, technology, and data analytics. The final chapter of this plan addresses implementation, with recommendations tied to ITD’s project-delivery-focused work structure, outlining how this plan will improve processes. IDT’s plan is focused primarily on surface transportation and the State Highway System; however, there are important relationships from the Divisions of Motor Vehicles and Aeronautics that tie into the future of Idaho’s transportation network.21

6.15.2 COMPASS ‘Communities in Motion 2040 2.0’

COMPASS is an association of local governments working together to plan for the transportation future of the region. The agency conducts this work as Idaho Transportation Department’s Metropolitan Planning Organization (MPO) for northern Ada County and Canyon County. Major partners in COMPASS’ efforts include ITD, Valley Regional Transit and COMPASS member agencies such as the City of Nampa. COMPASS developed the region’s Long-Range Transportation Plan ‘Communities in Motion 2040 2.0’. The goal of this plan is to ensure that the Treasure Valley – Ada and Canyon Counties – remains a healthy and economically vibrant region that offers people choices in how and where they live, work, play, and travel. To do that, CIM 2040 2.0 forecasts how the region is expected to grow, anticipates the transportation needs to accommodate that growth, then prioritizes projects to meet those needs.22

Unfunded projects in the plan include:

- Amity Road [Southside Boulevard to SH-69 (Meridian Road)]
- Caldwell-Nampa Boulevard
- Cherry Lane/Fairview Avenue (Middleton Road to Black Cat Road)
- Franklin Boulevard (Birch Lane to US 20/26)
- Franklin Road (Star Road to Black Cat Road)
- Happy Valley Road (Greenhurst to Stamm Lane)
- Idaho Center Blvd. (Achievement Drive to Cherry Lane)
- Kuna-Mora Road to Bowmont Road Connection
- Lake Hazel Road/Greenhurst Road (Middleton Road to Black Cat Road)

21 SOURCE: [https://itd.idaho.gov/planning/]
22 Source: COMPASS [http://www.compassidaho.org]
• Middleton Road (Greenhurst Road to Highway 44)
• Midland Boulevard (Cherry Lane to US 20/26)
• Northside Boulevard (Karcher Road to US 20/26)
• Star/Robinson Road (Greenhurst Road to Ustick Road)
• State Highway 45 reroute (7th Street South to Interstate 84)
• State Highway 45 (Bowmont Road to Greenhurst Road)
• Ustick Road (Montana Avenue to Ten Mile Road)
• US Highway 20/26 (Middleton Road to Linder Road)

6.15.3 Valley Regional Transit’s ‘Valley Connect 2.0’
Valley Connect 2.0 is a blueprint for service and capital projects for public transportation in the Treasure Valley. It outlines performance measures, network design principles, route design guidelines and funding opportunities.23

6.16 Specific Planning Tools – City of Nampa
Specific design standards for constructing or modifying roadways are outlined in the City’s Engineering Process and Policy Manual and in the Standard Construction Specifications. Several plans also have been developed to establish policy and contain additional standards for specific uses. These plans are listed below.

6.16.1 Nampa Transportation Master Plan
The City of Nampa is in the process of updating 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.24

6.16.2 Nampa Bike and Pedestrian Master Plan
Nampa developed a Pedestrian and Bicycle Master Plan in 2011. The plan was updated in fall 2019. The plan outlines existing conditions of the pathway, sidewalk and bike lane system. It describes standards for sidewalks, pathways, crosswalks, curb ramps, bicycle facilities and bike parking. Opportunities and constraints are outlined with a demand and benefit analysis. Criteria are presented for project evaluation. The plan outlines a desired network layout for on and off-street facilities (see 6.9 Bicycle and Pedestrian Facilities).25

6.16.3 Safe Routes to School
Recent research indicates that 20 to 25 percent of morning traffic is due to parents driving their children to school. As a result, traffic congestion has increased around schools, prompting even more parents to drive their children to school. The health consequences to our children and to the well-being of the community are extensive.

SRTS programs use a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to entice more children to walk and bike. They have grown popular in recent years in response to problems created by a growing

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23 Source: VRT – (https://www.valleyregionaltransit.org/media/1415/valleyconnect2_apr18_final.pdf)
24 Source: City of Nampa (https://www.cityofnampa.us/522/Nampa-Transportation-Master-Plan)
reliance on motor vehicles for student transportation, an expanding built environment, as well as the development and availability of federal and state funding for SRTS programs.26

Each state administers its own program and develops its own procedures to solicit and select projects for funding from the National Highway Traffic Safety Administration. The program establishes two distinct types of funding opportunities: infrastructure projects (engineering improvements) and non-infrastructure related activities (such as education, enforcement and encouragement programs). Nampa works collectively with the Treasure Valley Safe Routes to School Program and includes their representatives in all active transportation discussions and advisory committees to encourage healthy activities and practices and to provide safer access to education and recreational facilities.

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.27

6.17 Funding Plans
6.17.1 Transportation Improvement Program (TIP)
Each metropolitan planning organization (MPO) is required, under 49 U.S.C. 5303(j) to develop a Transportation Improvement Program (TIP), which is a list of upcoming transportation projects covering a period of at least four years. The TIP must be developed in cooperation with the state and public transit providers. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State’s Strategic Highway Safety Plan. The TIP should include all regionally significant projects receiving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the Metropolitan Transportation Plan (MTP). Furthermore, the TIP must be fiscally constrained.28

27 Source: City of Nampa (https://www.cityofnampa.us/airportmasterplan)
The TIP is developed through a cooperative process led by COMPASS, the MPO representing Canyon County and North Ada County. Developing the TIP involves extensive consultation between Idaho Transportation Department (ITD), Nampa Highway District #1 (NHD1), Canyon Highway District #4 (CHD4), Notus-Parma Highway District, Golden Gate Highway District, Canyon County, the cities of Nampa, Caldwell, Middleton, Parma, Notus, and Valley Regional Transit (VRT).29

6.17.2 Capital Improvement Plan
Transportation-related capital improvements (i.e., “projects”) are those that address an existing or anticipated deficiency in transportation capacity or safety. Such projects include reconstructing existing roadways and intersections, widening existing roadways and intersections, adding new roadways, constructing roundabouts, or signalizing intersections. A Capital Improvements Plan (CIP) is basically a list of roadway, intersection, and other infrastructure improvements (i.e., capital projects) needed to meet the current and future demands of the transportation system. Typically, a CIP classifies projects as those for which funding is known or assumed to be very likely (i.e., “funded”) and those that are needed but for which there is no currently known source of funds (i.e., “unfunded”). (See Section V of the 2011 Nampa Citywide Transportation Plan).

6.17.3 Other Funding Sources
Several other funding sources may be used for funding road maintenance or improvement. These sources include: a General Obligation Bond, other state or federal revenue sharing funds, local improvement districts, business improvement districts, city funds generated from the property tax levy, and others. Other states allow cities to collect local option sales taxes to fund specific roadway improvements. Idaho State Legislature currently does not give communities, other than resort communities, the freedom to vote on such an option.30

6.18 Traffic Impact Studies
Traffic Impact Studies (TISs) are required before the City approves new subdivisions. A TIS identifies potential traffic impacts associated with a specific development. Additionally, before a decision is made to add a traffic signal or install a roundabout, a warrant analysis is completed for each intersection. A comprehensive Nampa Transportation Impact Study policy is included as a part of the 2019 Nampa Citywide Transportation Plan Update. A TIS shall consider the recommended improvements that are listed in the Nampa Citywide Transportation Plan and the Nampa Bicycle and Pedestrian Master Plan. Traffic Impact Studies can be found on the GIS application on the Nampa webpage.31

6.19 Parking
6.19.1 Mission and Goals
Code Compliance & Community Relations Division, Parking Compliance works in partnership with the citizens of Nampa and the Business Improvement District to promote quality of life in the City by

29 Source: COMPASS (http://www.compassidaho.org/)
30 Source: State of Idaho (https://legislature.idaho.gov/statutesrules/idstat/Title50/T50CH10/SECT50-1046/)
31 Traffic Impact Study GIS Webpage can be found at: https://nampa.maps.arcgis.com/apps/webappviewer/index.html?id=904203fb1c8040fb5af6b3ff551aa4
effectively enforcing parking laws and regulations in a fair and consistent manner. The goal is to educate the public concerning the most common parking violations, maximize the capacity of the existing parking supply through increased turnover, encourage compliance of the City’s parking regulations, and to provide sound parking enforcement for the health, safety, and economic vitality of the City.

6.19.2 Nampa’s Downtown Historic District
Nampa’s downtown core, like many historic districts, has buildings that span from property line to property line with no dedicated parking. Parking in the downtown is provided on-street in the public right-of-way and in city-owned parking lots. Time limits are two (2) hours in the central core and four (4) hours in the surrounding areas. Please see the map below for more specific details about the parking zones.

6.19.3 Downtown Monthly Leased Parking
Monthly-leased parking is available in our downtown for business owners, employees, and visitors. Monthly-leased parking gives frequent visitors or employees of downtown the opportunity to have unlimited parking privileges during the month, for a single affordable lease rate. The leased parking is available in our uncovered, public parking lots. Parking Lots offer 12-month, 6-month and month-to-month terms.

6.19.4 Monthly Parking (Residential)
In addition, some residential neighborhoods within the City of Nampa have time-limited or residential permit parking. The City of Nampa recognizes the importance of utilizing the on-street parking spaces for other needs, such as construction staging areas, special events, and/or outdoor dining due to the lack of off-street parking, and narrower sidewalks. An ordinance and resolution addressed these types of activities within the Downtown Historic District.

6.19.5 Outdoor Dining & Special Events
When an area of on-street parking is proposed to be used as an area for outdoor dining or to hold a special event, a temporary parking use permit for outdoor dining / special event is required.

6.20 Current and Future Transportation Issues
6.20.1 Community Needs and Concerns
During the comprehensive plan update process, various community meetings and workshops were conducted. General comments from the public process included:

- Add roundabouts or signals to heavily impacted intersections
- Connect sidewalk and pathway system
- Provide connectivity between neighborhoods and downtown
- Work with COMPASS to bring Federal money to Nampa
- Provide improved access to I-84 – especially during commute hours
- A beltway to ease congestion that is similar to Denver and Salt Lake.
- Consider parking needs as property is zoned.
- There should be a gradual transition between very different land uses.
- City shall consider bicycle and pedestrian infrastructure needs in all developments.
- Build Transit-oriented development
• Improve public transportation offerings – some people do not have vehicles and rely on public transportation
• Consider multiple mobility options in transportation planning

The City is developing a Traffic and Emergency Operations Center (TEAM), utilizing technology to improve congestion management and citizen safety.

6.21 Economic Development
By providing efficient access to markets through and from Nampa by way of roadways, rail, and air, Nampa’s commercial expansion, retention, and recruitment will improve. Maintenance and expansion of Nampa’s roadway system is an important component of providing this access and will help the City minimize negative impacts of economic swings. With limited current funding potential for transportation, it will be necessary for Nampa to consider creative ways to ensure transportation networks establish the City as a good place to do business.

6.22 Growth and Capacity Constraints
As Nampa’s population changes, the transportation network will need to be analyzed to ensure that it meets capacity needs of the population, but also meets changing expectations of the changing demographics.

6.23 Connectivity
6.23.1 Bicycle and Pedestrian Connections
Ensuring accessible, inviting, safe, and maintained connections between and within developments is critical to addressing the connectivity needs of Nampa residents and visitors. Standards for accomplishing greater connectivity, in this area, are outlined in the Nampa Bicycle and Pedestrian Master Plan.

6.23.2 Future Collector Roadways
Collectors are vital to the transportation system as they provide the necessary link between residential and commercial developments and the main arterial roadways. New and or improved collectors will be needed as rural areas continue transitioning from rural areas to urban and suburban areas. Future planning efforts should focus on the capacity and design needs of the City’s collector network.

Current traffic volume data are needed as well as traffic forecasting methodologies. Growth projections for the study area would need to be mapped in order to identify the most likely locations for new collector roadways. Any locations for new collectors should be flexible and allow developers to influence where future roadways will be. However, Nampa should develop a plan that provides guidance on when and where new collectors will be established.

6.24 Future Transportation Funding
The City of Nampa passed an impact fee, in part, to fund transportation capital improvement projects. This allows the City to establish priorities city-wide and address concerns that are the most pressing. Nampa will continue to work with its partners to bring funding to transportation projects that benefit the Nampa Community.
## 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, Highway 16 connection to I-84, and Transportation Master Plan.

**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.

**Objective 3:** Implement a discussion on how to improve collaboration and working partnerships with the County and State.

### Objectives and Strategies for Traffic Management

**Objective 4:** 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 5:** 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 6:** 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 7:** 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 8:** 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 intercity passenger rail service in Nampa.

**OBJECTIVES AND STRATEGIES FOR RAIL FREIGHT SAFETY**

**OBJECTIVE 9:** 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 10:** 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 11:** Identify preferred truck routes and enforce noise violations

**OBJECTIVES AND STRATEGIES FOR UTILIZING TRANSIT & TRANSIT ORIENTED DEVELOPMENT**

**OBJECTIVE 12:** 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 13:** Work with VRT to improve route locations

* = Key Strategies

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**Chapter Six 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>Prioritize projects that have the greatest impact to traffic congestion mitigation; Highway 16 connection to I-84 and Transportation Master Plan.</td>
<td>Public Works</td>
<td>Staff and Consultant</td>
<td>Safety, Infrastructure</td>
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<td>2</td>
<td>Improve transportation infrastructure in new and redevelopment projects in accordance with the provisions of Chapter 5 ‘Land Use’</td>
<td>Public Works</td>
<td>Staff and Consultant</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
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<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>
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<td>4</td>
<td>Build a Traffic and Emergency Operations Center (TEAM), utilizing technology to improve congestion management and citizen safety</td>
<td>Public Works</td>
<td>Staff and Consultant</td>
<td>Safety</td>
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<td>5</td>
<td>Define standards for Transit-Oriented Development in collaboration with the development community and City Leaders</td>
<td>Planning, Public Works, Economic Development, Parks and Recreation, Engineering Division, IT, Fire, Police</td>
<td>Staff</td>
<td>Infrastructure, Economic Opportunity</td>
</tr>
</tbody>
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CHAPTER SEVEN
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), Transportation (Chapter 6) and Parks and Recreation (Chapter 9).

7.1 Services Planning
When the City of Nampa plans for future delivery of services, several factors are evaluated. Staff must consider present and future demand, development trends, system capacities, current infrastructure preservation costs, impacts on operations and maintenance, development patterns, personnel requirements, resource capacity, emerging technologies, service level expectations from the community, fiscal impact on stakeholders and City resources, regional partners, environmental impacts, etc.

Future capital improvement projects are planned well in advance of immediate need. Forecasting and strategic planning determines the need and that resources required to implement projects, fund maintenance and finance operations. Performance measures inform forecasting models indicating staffing, operations and capital costs to maintain levels of service. Budgeting for capital expenditures and future operations relies forecasting models to build a Performa for a specific period of time (typically 2-5 years). Essential services are detailed and implemented far enough ahead of growth to maintain service levels, but not so far in front of growth that unused facilities create unnecessary costs.

The locations of Nampa’s City Services are identified in Exhibit 7-1.

Chapter Seven Highlights...

Police:
COMPSTAT – data to deploy resources

Fire:
Striving for 90% success in rapid response times

IT:
Looking to develop City-Wide fiber optic network

Library:
Member of LYNX consortium with over 1 Million items available for check out

Idaho Power:
Integrated Resource Plan looks at energy demand over next 20 years
7.2 City Services

7.2.1 Elected Officials

The Mayor forms the executive branch of local government and is elected by the citizens with a majority vote. The City Council forms the legislative branch of local government and each councilmember is elected by the citizens with a majority vote. There are six members of the City Council. The most common services provided are passport acceptance, public record requests, business licensing, and voter registration services.
7.2.2 City Clerk
The City Clerk is the keeper of the official permanent records of the City and historically serves as the center for information for the public as well as assisting Department and Division Supervisors and their employees whenever and however necessary.

7.2.3 Human Resources
Human Resources oversees employment and staff development for the City of Nampa. They are responsible for assuring equality of opportunity in employment with the City for all persons and to prohibit discrimination in hiring and promotion because of race, color, religion, sex, national origin, disability, age or veteran status. Furthermore; to establish, in collaboration with others, the optimal work environment for obtaining sustained high productivity and employee satisfaction. We serve those who serve our citizens.

In 2010 Human Resources implemented new processes and procedures that significantly increased efficiency. They continue to review systems that would consolidate services in the department, but these systems would be costly. These opportunities will be considered as part of long-range planning by the Human Resources Department.

7.2.4 Finance
The Finance Department oversees financial services for the City including central services, accounting, budgeting, accounts payable, cash receipts, payroll, utility billing and meter technicians. Finance also oversees legal services.

Population growth directly impacts the demand for services as provided by the Finance Department. The department manages resources to fund ongoing operational costs and anticipated needs for fixed costs (personnel) and/or capital costs.

7.2.5 Public Works
Public Works is responsible for the maintenance and operation of the City of Nampa’s infrastructure. The Public Works Department is organized into the following specialized divisions: Nampa Municipal Airport, Engineering, Stormwater, Streets, Traffic, Waterworks, Vehicle Maintenance and Wastewater. Further descriptions are found in this chapter in Section 7.8.

7.2.6 Planning and Zoning
Planning and Zoning promotes the interest of health, safety and general welfare of the citizens of Nampa in the use of land, and the promotion of economic and community development by implementing and enforcing Planning & Zoning standards, such as the Comprehensive Plan, Zoning and Subdivision Ordinance and other plans and ordinances. Further descriptions are found in the Land Use Chapter 5.

7.2.7 Economic Development
Economic Development is responsible for business development, community development, code enforcement and the Nampa Family Justice Center. Further descriptions are found in Economic Development Chapter 4.

7.2.8 Building Department
Building Safety and Facilities Development is charged with the enforcement of building safety standards as adopted by the Nampa City Council and the State of Idaho. There are two divisions: Building Safety and Facilities Development. In addition, the Director serves as the City Impact Fee Administrator.
7.2.8.1 Facilities Development
The Facilities Development Division of the City of Nampa Building Department focuses on the safety, development, maintenance and efficiency of the City’s estimated 1.2 million square feet of buildings, which includes the Hugh Nichols Public Safety Building and its 200-space parking structure. The major facilities receiving a range of services from the Facilities Development operations include City Hall, Nampa Recreation Center, City Hall Annex, Parks administrative offices and maintenance facilities, the Traffic Division, the Airport Administration and Terminal Buildings, Nampa’s Public Library, the Family Justice Center, the Nampa Police Station, the Civic Center, the Idaho Center, Streets Division, Water Division, Ridgecrest and Centennial golf clubhouses and Maintenance Shops, and the Vehicle Maintenance facility. Management of these buildings involves HVAC maintenance/contract management, custodial services and the general repair and maintenance of the buildings’ exterior systems. All building construction is coordinated through the Facilities Development Division for solicitation, contract development and execution.

7.2.8.2 Building
The Nampa Building Department protects the public’s health, safety and welfare through the implementation and enforcement of Idaho’s adopted building, electrical, plumbing, mechanical and energy conservation standards. The enforcement program encompasses full-service plan review and inspection programs insuring that all new construction meets the structural integrity, life safety, fire safety, health and energy conservation standards as defined within the International family of codes.

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.
7.3 Public Safety

7.3.1 Public Safety – Police

The Nampa Police Department (NPD) is a professional, well-organized department with a total of 180 employees. Of that, 123 are sworn officers. In addition, the NPD volunteer unit who contribute significant time to the department.

7.3.1.1 Police Department Organization

The Department is comprised of several divisions and units including patrol, traffic enforcement, detective division, school resource and juvenile programs team, special investigations unit, animal control unit, community service officers, office of professional standards, tactical response team, regional bomb unit, crisis negotiators, and other specialized teams. The NPD also operates a crime lab, dispatch, records division and crime prevention program.

7.3.1.2 Patrol Division

The Patrol division serves day to day law enforcement needs. Patrol is divided into eight patrol teams which give maximum coverage during peak hours. The Nampa Police STEP (traffic) team is responsible for traffic law enforcement and crash reduction. This unit has two components, a day component which specializes in crash reduction and a night component which specializes in DUI enforcement.

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.

7.3.1.4 Detective Division

The Detective division has two components, a “Crime against Property” and a “Crime against Persons” unit. The SRO (school resource officers) team is made up of officers who provide for school security and juvenile programs. The Special Investigations Unit is responsible for Drug crime investigation. The Office of Professional Standards investigates allegations of police wrongdoing, conducts background investigations of police department and other city applicants and is the public information conduit for the department.

7.3.1.5 Tactical Response Team

The Nampa Police department maintains a Tactical Response Team (TRT) which is made up of officers who receive specialized training in SWAT type operations. This is an added duty to their regular positions in the Police department. Working in concert with TRT is the Crisis Negotiation Team (CNT) whose members are trained in the skills of dealing with hostage takers, mental subjects and other critical situations. The Nampa Police Department has a four-member Explosive Ordnance Disposal unit which serves most of the southwest portion of Idaho under a Memorandum of Understanding (MOU) with other jurisdictions and provides for emergency explosive device response 24 hours a day.
7.3.1.6 Arson Task Force
The Nampa Police Department has investigators assigned to an Arson Task Force which is made up of firefighters, police and sheriff as well as an agent with the Bureau of Alcohol, Tobacco, Firearms and Explosives (BATF).

7.3.1.7 Hugh Nichols Public Safety Building
The police station, the Hugh Nichols Public Safety Building, is located in the 800 block of 2nd Street South. It is a 62,000 square foot building which houses Nampa Police, Nampa Fire Department administration and the City of Nampa Information Technology Department. It also provides training rooms for law enforcement training.

7.3.1.8 Stampede Substation
The Stampede Substation co-located with the Nampa Boys and Girls Club on Stampede Drive. The Stampede Substation houses the School Resource Officer (SRO) team. This unit serves over 18 schools in the Nampa School District.

7.3.1.9 Family Justice Center
Detectives with the Crimes Against Persons unit are housed in the Nampa Family Justice Center. (See Section 7.2.4) This is an important partnership in that Canyon County Prosecutors Office is also located at the Nampa Family Justice Center as well. This partnership provides a one-stop location for services to victims of violent crime. The Nampa Police Department has three victim witness coordinators on staff, located at the Family Justice Center, that assist victims of violent or sex crimes navigate the criminal justice system while provided emotional support and ensuring they are aware of the resources provided to them.

The Nampa Family Justice Center opened in November of 2005 with a mission to serve victims of domestic violence, sexual assault, dating violence and stalking through a coordinated, collaborative, co-located approach. The Nampa Family Justice Center is dedicated to ending family violence and sexual assault through prevention and response by providing comprehensive, client-centered services in a single location.

Clients now can reach needed resources in one centralized location. Advocates, counselors, clergy, legal aid, medical providers, law enforcement, and prosecutors are some of the many service providers located at the Nampa Family Justice Center. In 2011, 23 service providers are part of the Family Justice Center team with nine of those located on-site.

Some of the services provided include:
Filing for a Civil Protection Order or the modification of one;
- Referrals to Domestic Violence Shelters;
- Counseling for Family Violence Issues;
- Safety Planning Classes;
- Teen Healthy Relationships Group;
- Case Management;
- Electronic Document Storage and
- Applications for and services of Idaho Legal Aid.

In addition, in 2009, the Family Justice Center became an accredited member of the National Children’s Alliance as a Children’s Advocacy Center. In August 2011, the Family Justice Center opened a children’s center which provides individual counseling, kids groups, trauma therapy and forensic interviews for child victims of abuse and those exposed to domestic violence. These services are offered at no cost to the client.
7.3.1.10 Relationship with State and Federal Authorities
The Nampa Police Department maintains a close partnership with State and Federal authorities to help augment the City’s force. The Department currently has an investigator assigned to the METRO violent crime task force which is headed by the FBI. In addition, an officer is assigned to the Greater Idaho Fugitive Task Force (GIFT) and an investigator who serves as a liaison to the Boise Office of the U.S. Drug Enforcement Administration.

7.3.1.11 Relationship with Regional Agencies
The NPD maintains memorandums of understanding and mutual aid agreements with surrounding agencies and jurisdictions including Canyon County Sheriff’s Department, the City of Caldwell, Ada County Sheriff’s Office, Boise City Police Department, Owyhee County Sheriff’s Office, Meridian City Police Department, Idaho State Police, the Federal Bureau of Investigation and Idaho Department of Corrections Probation and Parole.

7.3.1.12 Child Abduction Response Team
The Nampa Police Department has a Child Abduction Response Team (CART) whose members are trained to handle missing and exploited children cases. The Nampa Police Department also maintains membership in a Child Death Investigation Panel made up of representatives in the Canyon County jurisdictions. This panel reviews child death incidents.

7.3.1.13 Nampa Police Volunteers
The Nampa Police Volunteers participates in activities such as responding to and tagging abandoned vehicles, answering phones and data entry, patrolling shopping centers during the Christmas season, assisting the Child Abduction Response Team (CART) in canvassing for missing people, searching for evidence and providing traffic direction at emergency scenes. This is a strong group made up of about 40 volunteers who work closely with the community.

7.3.1.14 Police Chaplain
The Police Chaplain Corps serves the needs of Department personnel and citizens through ministry and service provided by two chaplains. Duties of the Chaplain Corps in the community have included assisting officers with families on suicide calls, counseling with families in times of grief and loss, and working with families during and after domestic disturbances.

7.3.1.15 Trauma Intervention Program
The Nampa Police Department is the first in Canyon County to partner with TIP (Trauma Intervention Program) in order to better serve the citizens of Nampa. TIP is a volunteer profession group that provides a range of emotional and practical support services to victims of traumatic events and their family members.

7.3.1.16 Police Activities League
The Nampa Police Department also serves the community through the Police Activities League, Citizens’ Public Safety Academy (recognized by the Association of Idaho Cities in June 2008), National Night Out program, Neighborhood Watch Programs and involvement in numerous community organizations. The Police Activities League sponsors activities involving over 1000 kids a year. The Citizen’s Public Safety Academy is a popular program that offers community members an opportunity to learn in detail about public safety and the NPD. The NPD was involved with the maintenance of neighborhood watch groups.
7.3.1.17 Other Police Department Functions
Members of the NPD are involved with the Leadership Nampa program sponsored by the Nampa Chamber of Commerce, the Police Outreach Program (P.O.P.), Boys and Girls Club, Cops and Lobsters benefitting the Special Olympics, Kiwanis Club, Rotary Club, Lions Club and the Elks Club. Officers coach various sports for children of the community and participate in youth mentoring activities.

Nampa Police Department and Meridian Police Department have joined forces for a POST accredited patrol academy. The two agencies work together on a seventeen-week patrol academy to training new officers to ensure they are prepared to serve their communities.

7.3.1.18 Future of the Police Department
As the NPD looks to the future and prepares to serve continued growth within the community, changes will need to be made. As this occurs, NPD anticipates expanding the current districting plan to a precinct plan which will provide the districts with a full service “mini police department.” The precinct plan would provide for a district commander, patrol, traffic, detectives and support personnel which would be assigned to the District exclusively. NPD has begun planning to build or expand substations within the districts to accommodate additional staffing. A safety review should be conducted on a routine basis to ensure service levels are being met.

7.3.2 Public Safety – Fire Protection
The Fire Department currently serves its citizens from 5-fire stations, a training facility and administration office. (See Exhibit 7-2 below).

### Exhibit 7-2: Fire Department Sites

<table>
<thead>
<tr>
<th>Nampa Fire Department (NFD)</th>
<th>Location</th>
<th>Minimum Staffing</th>
<th>Services Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hugh Nichols Public Safety Building</td>
<td>820 2nd Street South</td>
<td>9</td>
<td>Fire Department Administration is housed in addition to the Fire Prevention Bureau. The Fire Chief, Deputy Chiefs in charge of Operations, and Fire Prevention are at this location. They provide assistance for the following: burn permits, plan reviews, access permits, or any other general fire department type questions.</td>
</tr>
<tr>
<td>Training Facility</td>
<td>300 West Railroad</td>
<td>3</td>
<td>Training classroom and drill field for fire fighter training. The facility is also used by other City departments and community groups for meetings and training. The training classroom has a Tandberg video teleconferencing system that allows meetings or classes to be broadcast to remote sites.</td>
</tr>
<tr>
<td>NFD Station #1</td>
<td>923 1st Street South</td>
<td>8</td>
<td>Station #1 is located in the downtown area and provides full-time staffed response with an Engine Company, Ladder Company and Battalion Chief. Station #1 is also home to a Reserve Engine, Water Tender, Specialty Rescue Vehicle, and Rehab Vehicle.</td>
</tr>
<tr>
<td>Nampa Fire Department (NFD)</td>
<td>Location</td>
<td>Minimum Staffing</td>
<td>Services Provided</td>
</tr>
<tr>
<td>---------------------------</td>
<td>----------</td>
<td>------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>NFD Station #2</td>
<td>1001 Greenhurst Road</td>
<td>3</td>
<td>Station # 2 located south of downtown is staffed 24 hrs. per day 365 a year by a full-time crew of 3-personnel minimum. This advanced life-support (ALS) Engine Company provides 1st in response to fire, EMS, hazardous materials and technical rescue services to the southern portion of the City of Nampa and surrounding Nampa Rural Fire District as well as the rest of the City for all structure fires or greater alarm incidents.</td>
</tr>
<tr>
<td>NFD Station #3</td>
<td>7935 Birch Lane</td>
<td>3</td>
<td>Station # 3 located north of downtown is staffed 24 hrs. per day 365 a year by a full-time crew of 3-personnel. This advanced life-support (ALS) Engine Company provides 1st in response to fire, EMS, hazardous materials and technical rescue services to the northern portion of the City of Nampa and surrounding Nampa Rural Fire District as well as the rest of the City on all structure fires or greater alarm incidents.</td>
</tr>
<tr>
<td>NFD Station #4</td>
<td>2112 West Flamingo Avenue</td>
<td>3</td>
<td>Station # 4 located west of downtown is staffed 24 hrs. per day 365 a year by a full-time crew of 3-personnel minimum. This advanced life-support (ALS) Engine Company provides 1st in response to fire, EMS, hazardous materials and technical rescue services to the western portion of the City of Nampa and surrounding Nampa Rural Fire District as well as the rest of the City for all structure fires or greater alarm incidents.</td>
</tr>
<tr>
<td>NFD Station #5</td>
<td>95 N. Happy Valley Road</td>
<td>3</td>
<td>Station # 5 is located east of downtown is staffed 24 hrs. per day 365 a year by a full-time crew of 3-personnel minimum. This advanced life-support (ALS) Engine Company provides 1st in response to fire, EMS, hazardous materials and technical rescue services to the eastern portion of the City of Nampa and surrounding Nampa Rural Fire District as well as the rest of the City for all structure fires or greater alarm incidents.</td>
</tr>
</tbody>
</table>

source: Nampa Fire Department
The Nampa Fire Department provides advanced emergency medical services through paramedics and basic EMTs at each station. Our service is a component in a county-wide system which utilizes a combination of resources to provide quick response, treatment and transport of patients to area hospitals.

7.3.2.1 Fire Department Services:
The Fire Department provides the following services.
- Fire Suppression;
- Fire Prevention and Public Education;
- Business Inspections;
- Code Enforcement: Commercial and Subdivision plan reviews, Fire Alarm and Sprinkler Systems Reviews and Inspections.
- Fire investigations.
- Emergency Medical Services: Basic Life Support;
- Hazardous Materials Response: Operations level; and
- Confined Space and High Angle rescue: Operations level

7.3.2.2 Fire Department Staffing
The Nampa Fire Department has 77 firefighters and an administration staff of 12. The NFD serves a population of 100,323 within 82 square miles.
7.3.2.3 Fire Protection Key Elements

Key elements of good fire protection are:

- Public education
- Enforcement of building and fire codes
- Investigation of fires to determine causes and timely responses by highly trained personnel who are equipped with the tools necessary to perform their job.

7.3.2.4 Fire Response (NFPA 1710)

The standard to which the Nampa Fire Department response performance is measured is the National Fire Protection Association Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations and Special Operations to the Public by Career Fire Departments (NFPA 1710). The Nampa Fire Department has established the following objectives:

- **80 seconds for turnout time for fire and special operations response.** (Alarm time to unit en route).
- **60 seconds for turnout time for EMS response.** (Alarm time to unit en route).
- **5 minutes, 20 seconds or less response time for the arrival of the first engine company** and 9 minutes, 20 seconds response time for the arrival of all other fire units dispatched to a fire suppression or special operations incident. (Alarm time to units arriving at the incident scene).
- **5 minute or less response time for the arrival of unit at emergency medical incidents.** (Alarm time to unit arriving at the incident scene).

The Nampa Fire Department is striving to achieve these response objectives on at least 90% of all emergency incident responses.

To accomplish these response time objectives requires that travel distances be approximately 1½ miles from the nearest fire station. As Nampa’s City limits expand, so will the need for additional fire stations. In addition, the City contracts with the rural fire district which provides an additional revenue stream.

7.3.2.5 Fire Department Insurance Rating

The Idaho Survey and Rating Bureau currently has the City of Nampa at a Class-2 fire insurance rating. This rating system uses a scale of 1-10 to rate fire protection services with 1 being the best possible rating. Several of Idaho’s larger cities have achieved a Class-3 rating; however, Nampa Fire Department is the only Class-2 rated City in the State, with parts of the rural district ranging from a Class 4 to a Class 8. Nampa’s citizens and businesses directly benefit from this rating by enhanced fire safety and reduced fire insurance premiums on their homes and businesses.

7.3.2.6 Water Supply

The fire department has encountered several cases where buildings in commercially zoned areas don’t meet fire code requirements for water supply. To facilitate business and commercial growth, the Fire Department anticipates partnering with the Engineering Division and Planning & Zoning Department to create a working group to overlay the zoning and water supply layers of our maps and form a long-range plan to improve the water supply where deficient.

7.3.3 Public Safety – Emergency Medical Services (EMS)

Treasure Valley Medical Service System (TVEMSS) consists of eight local agencies that have joined to form the Treasure Valley EMS System. Six of these agencies are under one EMS license and they include: Canyon County Paramedics, Nampa Fire, Caldwell Fire, Middleton Fire, Melba QRU, and Wilder Fire. Two agencies
are affiliated with TVEMSS but retain their own license and they are: Homedale Ambulance and Kuna Fire. The goal is to pool resources and make decisions for resource allocation, communications, medical direction, education, improve continuity of care on scenes and overall treatment and PT outcomes.

Canyon County Paramedics is a fully staffed Emergency Medical Service provider with approximately 70 employees consisting of Paramedics and Emergency Medical Technicians. They operate out of 8 stations to maximize coverage and reduce response time to all 911 emergency calls.

Like so many services tied to the community, the police, fire, and other public safety providers continually try to upgrade and improve their services. An increasing population will require providing a greater workforce, more equipment, and substations. By continually updating the needs and trends of the community, these public services can meet the forecasted population projections.

7.4 Information Technology

Information Technology provides guidance and support for technology services to all City of Nampa Departments. The IT Department aims to help the City of Nampa function in the most cost-effective manner by providing professional, timely, consistent and reliable IT services. The IT Department will maintain a high-bandwidth internet connection and is continuously evaluating fiber optic connections throughout the City.

The City of Nampa Department of Information Technology deals with the following areas and has identified the following implementation needs/requirements:

7.4.1 The Internet

Web technologies - Provide internet information and services to Nampa’s citizens, taking into consideration that the consumption of that information is increasingly mobile, social and service-oriented in nature.

Online Tools and Services - Provide real-time transaction-based tools to support City services and allow citizens and businesses to interact securely with City personnel.

E-Commerce - Provide access to securely purchase City services by accepting online payments via debit/credit cards for all City departments.

Transparency in Government - Provide the public easy, safe and convenient access to City information by publishing City business on the web, including multimedia streams of open meetings, financial records and committee meeting minutes.

7.4.2 Public Safety and Security

Increase the use of technology in the Police and Fire departments to provide public safety services, including communicating with the public in a more responsive manner, notifying impacted citizens of emergencies, and communicating efficiently within the police and fire departments and with outside agencies.

7.4.3 Networking and Telecommunications

Site-to-Site Connectivity - Increase communication between City employees and stakeholders, making connectivity faster and more secure.

Telephone Connectivity - Continually review telephone service as provided to the City to take into consideration new forms of telecommunications.

Radio and Wireless Connectivity - Recognize that radio communications require more interoperability with outside agencies and the highest reliability as the failsafe communications technology to be used in emergency and disaster situations.

In addition, recognize that wireless communications both for City service providers and for citizens are in ever-increasing demand as mobile devices become ubiquitous.
Connectivity to the Internet - Recognize that the use of ‘cloud’ computing (the offloading of processing and or storage of information to the internet) requires robust and high-speed connectivity.

Connectivity to Other Agencies and Partners - Recognize that third party connectivity is increasing in order to provide access to City information, internal resources, inter-agency communications and cooperation and to provide electronic means of transactions with financial providers.

7.4.4 Fiber Optic Networks
Recent developments in the communication industry along with the demand for timely information have contributed to the need for high-volume communication corridors and facilities. Development of new sites and corridors for fiber optics are being planned and implemented to meet the physical needs of future City business and serve the community through communications facilities and lines. It is important that the location and design of these facilities have a minimum visual impact on the surrounding area. The City should consider developing a City-wide fiber-optic network plan that would provide connectivity throughout the City.

7.4.5 Emergency Operations, Disaster Recovery and Business Continuity
Any plan to provide services and assistance during an emergency or disaster will require on-site technology personnel, as well as a comprehensive developed recovery and service continuity plan. This will require that a comprehensive Business Continuity Plan be put in place for the City, as well as the inclusion of a technology aspect in every individual division’s continuity and emergency operations plan.

7.4.6 Leveraging Technology to Improve Government Efficiencies
Systems Hardware and Software - A technology review and refresh program will be maintained to evaluate the benefits and efficiencies that will be gained by upgrading and/or purchasing updated technology hardware and software.
Continuous Process Improvement - A technology steering committee will provide department reviews in order to identify efficiencies that can be gained by either augmenting current procedures, or by using technology to fundamentally change how software and services are provided.
Systems Analysis and Integration - All implementation of new technology should be reviewed by the technology steering committee to identify the interoperability with existing City technology systems and ensure operability, compatibility and opportunities for systems integration with core City systems and processes.

7.4.7 Security and Information Assurance
All technology systems and services shall be reviewed and maintained by the IT Department to ensure the confidentiality, integrity and accessibility of information. The intent is to promote the avoidance of both accidental and malicious destruction of information through security awareness training and proper data handling procedures.

7.5 Parks and Recreation
Parks and Recreation promotes, protects and enhances the health and lifestyles of both residents and visitors through the availability of quality open space and recreation alternatives. The Parks & Recreation Department manages the parks system, Nampa Recreation Center, the public golf courses and the cemetery. Further information is found in the Parks and Recreation Chapter 9.

7.6 Transportation
The City of Nampa recently completed a Transportation Master Plan. The Transportation Master Plan provides guidance in making infrastructure improvements to public right of ways as a means to retain and attract businesses and serve the people of the community. Further descriptions are found in Chapter 6, Transportation.
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.

7.8 Public Health Facilities and Health-Related Services
Nampa’s people are also served by many locally based, board-certified physicians and providers, ranging from primary care and family medicine providers to specialists. The larger physician clinics in Nampa include Saltzer, Saint Alphonsus and Saint Luke’s Medical Groups as well as Terry Reilly Health Services.

7.8.1 Saint Alphonsus Medical Center in Nampa is a not-for-profit, 152-bed acute care facility which serves the medical needs of the greater Nampa area. Started by the Sisters of Mercy in 1917, the local hospital changed its name in 2010 from Mercy Medical Center when it was purchased by Trinity Health Systems. It is now part of a regional healthcare system, Saint Alphonsus Healthcare System. Saint Alphonsus Medical Group employs over 27 physicians and providers in Nampa who provide services ranging from primary care to oncology, cardiology and other specialties.
7.8.2 - St Luke’s Medical Center 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.

7.8.3 Saltzer Medical Group is the largest medical group of physicians in Nampa. Serving the community for over 50 years, Saltzer is a multi-specialty clinic with over 50 physicians, physician assistants and nurse practitioners.

7.8.4 Terry Reilly Medical, Mental Health & Urgent Care – Nampa is a private, not-for-profit community healthcare clinic which began in Nampa in the early 1970s. It is a health care center designed to meet health care needs of the Nampa and Canyon County communities. The office is staffed by a large team of dedicated medical and mental health professionals who deliver a wide range of high-quality health care services. Services offered at this office include: Urgent Care, Child & Adolescent Health, Pre-natal & OB Care, Adult & Senior Health, Women’s Health, Immunizations, Health & Wellness, Diabetes Care, X ray, Laboratory and Behavioral Health Care.

Terry Reilly offers a discounted fee schedule in accordance with family income. In addition, they provide services in English and Spanish as well as other languages by special arrangement. Particular attention is given to people who might have difficulty obtaining care elsewhere due to rural isolation, financial barriers or cultural sensitivity.

7.8.5 Southwest District Health provides numerous services with the goal of preventing disease, promoting healthy lifestyles and protecting the public. They offer limited clinical services as well.

Nampa has several facilities that provide assisted living, memory loss and skilled nursing care. In addition, providers are available in Nampa who offer hospice, rehabilitation and in-home health services.

Exhibit 7-3 describes major healthcare facilities that provide services in Nampa and throughout the Treasure Valley region.

Exhibit 7-4: Major Healthcare Facilities in the Region

<table>
<thead>
<tr>
<th>Hospital</th>
<th>Miles</th>
<th>City</th>
<th>Bed Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saint Alphonsus Medical Center – Nampa</td>
<td>0</td>
<td>Nampa</td>
<td>152</td>
</tr>
<tr>
<td>Saint Luke’s Nampa Medical Center</td>
<td>0</td>
<td>Nampa</td>
<td>87</td>
</tr>
<tr>
<td>West Valley Medical Center</td>
<td>7</td>
<td>Caldwell</td>
<td>150</td>
</tr>
<tr>
<td>Saint Luke’s Boise Medical Center</td>
<td>30</td>
<td>Boise</td>
<td>438</td>
</tr>
<tr>
<td>Saint Alphonsus Regional Medical Center – Boise</td>
<td>30</td>
<td>Boise</td>
<td>387</td>
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</table>
7.9 Public Utilities - City of Nampa, Public Works Department

The City of Nampa Public Works Department provides and maintains a variety of public infrastructure systems and services. The pattern of infrastructure installation impacts growth. The following are some examples of the improvements installed by the City:

Middleton and Midway Sewer Basins: The City installed the Western Regional Sewer Lift Station, located on Hunt Avenue west of Middleton Road, and the Middleton Trunk Sewer Project which included a sewer trunk, potable and pressure irrigation water lines, south along Middleton Road to Roosevelt Avenue. These improvements allowed for development on the west and southwest sides of the City.

Mason Creek Sewer Basin: The City installed the Mason Creek Sewer Lift Station, located just north of Mason Creek at Sugar Street, and Mason Creek Trunk Sewer Project located along Mason Creek from the lift station to East Victory Road at Grays Lane.

Birch Sewer Basin: The City upgraded the Birch Sewer lift station to allow further development within the Birch Sewer Basin. This project was funded by the City of Nampa and a group of developers through a late-comers agreement.

7.9.1 Potable Water System

The Waterworks Division provides Nampa residents with over 7.8 million gallons of safe drinking water each day. The Waterworks employees assure this supply by maintaining and repairing over 500 miles of water lines, 18,000 water valves and 4,215 Fire Hydrants. Staff also attends to 31,000 domestic water services and meters. The Waterworks Division also provides Nampa residents with over 52 million gallons of irrigation water each day. The Waterworks employees assure this supply by maintaining and repairing over 450 miles of irrigation lines and 15,000 irrigation valves. Staff also attends to over 27,000 irrigation services.\(^1\)

The City of Nampa Water Master Plan guides improvements to the potable water system. The plan identifies existing and future line sizes, water supply, storage, and pumping facilities needed throughout the system based on existing land use and future growth assumptions.

The city code currently allows the City to supply water to areas outside of the city limits under certain circumstances on a case by case basis with consent of the City Council. The effect of new private systems on the future growth of the City’s potable water system is also considered when determining if service should be extended outside of the City limits. When evaluating extensions outside of the City limits the negative effects of promoting urban sprawl is also considered.

New residential, commercial and industrial developments in the area increase the demand on the City’s potable water system. While the existing system provides adequate water flow and fire protection to most of the City, the Public Works Department continues to investigate additional system improvements to meet the future needs of the City. With the expanding population, identifying potential growth areas will be important to provide an adequate water supply.\(^2\)

Some issues which are important to managing the City’s potable water system are:

The Treasure Valley Comprehensive Aquifer Management Plan which will have far reaching impacts to water rights in the Treasure Valley and Nampa. The City must maintain an active role in this process to ensure our systems viability in the years to come;

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\(^1\) City of Nampa Waterworks Division (https://cityofnampa.us/292/Waterworks-Division)

• Maintaining a robust distribution system in order to ensure that water is delivered to customers in the quantity and quality to which the City has committed
• Older mains such as in the downtown area need replacement and should be scheduled for improvement as funds become available
• Homeland security (i.e., water supply safety)

7.9.2 Wastewater Systems and Wastewater Treatment

7.9.2.1 Wastewater Systems
Nampa's Wastewater Division of Public Works is committed to serving its customers and protects the environment by operating and maintaining Nampa's sanitary sewer system.

Nampa's Wastewater Division operates and maintains the third largest treatment plant in Idaho; maintains sewer lines and collection systems; manages a recreational vehicle dump; and serves 24,000 residential customers, 3,200 commercial customers and 10 industrial customers.

Established in 1948, the Wastewater Division is the oldest retail wastewater provider in Idaho. The utility is funded by sewer bills and new connection fees.

Facts about Nampa's Wastewater Division:
• Capacity to treat 18 million gallons of wastewater each day
• Maintains 387.92 miles of sewer pipes. The pipes range from 6 to 42 inches in diameter
• Removes 99% of all biological oxygen demand before the wastewater is discharged into Indian Creek
• Removes and disposes 1,930 tons of biosolids to the Waste Management System SIMCO landfill
• Perform 4,000 tests for process control each year
• Sample Indian Creek twice a week to ensure water quality
• Maintains 5,257 of manholes and 10 lift stations
• The plant is staffed 20 hours a day, every day of the year

7.9.2.2 Sewer and Land Use Assumptions
Roadway convenience and accessibility to major regional travel corridors influence land use decisions. Similarly, sewer location, capacity, and availability strongly influence growth. At the same time, expansion of the City’s system is generally driven by development. For these reasons, growth will likely trend substantially to the west and north. Growth to the south and east is limited by sewer availability at this time. The following is a description of sewer availability in Nampa. Additional information can be found in the City’s Sewer Master Plan.

East: Although sewer capacity is presently limited in this direction, particularly east of Happy Valley Road and Can Ada Road, extension of the Mason Trunk line east of Grays Lane will provide sewer to land north and east of Columbia High School. Continued expansion of the

3 SOURCE: City of Nampa Wastewater Division (https://www.cityofnampa.us/642/Wastewater-Division)
Birch Trunk line will provide sewer to industrial land east of Idaho Center Blvd and south of the Purdam Drain.

**North:** Service in the northwest region of the City was expanded with completion of the Purdam Lift Station and Purdam Trunk line City projects that occurred in 2015/2016. As a result, gravity sewer is now extended in Ustick Road and Madison Road, as far north as Linden Road and Ridgevue High School. Continued expansion of the Purdam Trunk line in Ustick Road and Linden Road east of Franklin Blvd will continue to support residential growth in this area of the City. Extension of the Purdam Trunk line in Ustick Road west of Northside Road will support growth of industrial ground in the region.

**West:** The City improved the Western Regional Lift Station and installed additional force mains in 2017 to increase capacity and support growth in the area located south of Karcher Road and east of Middleton Road referred to as the Midway Sewer Basin. Continued growth in this largely residential region of the City is dependent on extension of trunk mains by development; in particular, extension of the Midway Trunk line and upsizing of sewer through the existing Crestwood Subdivision.

**South:** The City’s existing trunk lines generally cannot serve the area south of the New York Canal. Ultimately, a new treatment plant or public lift station will be needed to serve the southernmost area of the City. Growth between the canal and Locust Lane is dependent on upsizing or installing new trunk mains through already developed areas of the City.

### 7.9.2.3 Wastewater Treatment Plant Facility Plan

The City of Nampa produced a Wastewater Treatment Plant Facility Plan in January 2018. The City of Nampa (City) is faced with the significant decision of how to best manage its wastewater considering increasingly strict regulatory requirements, a fast-growing population, and aging existing infrastructure. Each of these factors will place increasing demands on the Nampa Wastewater Treatment Plant (Nampa WWTP) and will require investments to maintain the City’s desired level of service expectations. The purpose of the Nampa WWTP Facility Plan (Plan) is to describe this long-term vision and bring increased clarity to nearer-term investments. The Plan establishes the preferred approach for the City’s wastewater program for decades to come. Because of the magnitude and duration of the impacts from this effort, it is critical that the recommended solution be sustainable and durable to limit the risk of stranded investments.

The intent of the Plan is to establish the preferred approach to addressing increasingly stringent regulatory requirements, aging infrastructure, and continued residential, commercial, and industrial growth while meeting the stakeholder’s expectations. Three primary evaluations were conducted to determine the preferred approach to addressing these needs. These evaluations have considered:

- needed investments in the liquid stream treatment approach to meet increasingly stringent regulatory requirements and provide additional capacity for growth
- how the biosolids produced from treatment can be most cost effectively managed
- how system reinvestment should occur for Nampa WWTP Facility Plan Executive Summary existing assets.
The evaluations used the business case evaluation process, which is a robust decision-making tool that considers capital, operation, risk, and benefit costs for alternatives. For each evaluation, alternatives were developed to address the gap between current conditions and future needs. These alternatives were then evaluated against the critical success factors, described above, to define the next, best decision for the City. The combined results from these evaluations represent the Preferred Alternative for the City’s wastewater program.

**Preferred Alternative**

The Preferred Alternative for the Nampa WWTP is creating a recycled water program that would include the reuse of Class A recycled water for industrial and irrigation purposes. The irrigation reuse is proposed to be accomplished through discharge to an irrigation canal and will occur throughout the irrigation season. The industrial reuse water is proposed to be available year-round. Consistent with the current approach, the Preferred Alternative includes the disposal of Class B biosolids at a landfill. Finally, specific system reinvestment activities (i.e., repair or replacement of existing assets) are planned to maintain the level of service for existing facilities. The capital improvements plan recommended from the Preferred Alternative totals $279.2M in capital investments between 2018 and 2040. The Preferred Alternative is proposed to be implemented in phases, with Phase II and Phase III Upgrades completed by 2026 and 2031, respectively. The total capital investment for this portion of the Preferred Alternative is $149.6M. A delivery schedule for these phases has been established with design activities beginning in June 2018 and the Phase II Upgrades construction beginning in 2021.4

7.9.3 Stormwater

The municipal separate storm sewer system operated by the City of Nampa consists of roads and street drainage systems, catch basins, curbs, gutters, ditches, and storm drains used for collecting or conveying storm water. Storm water runoff within the Nampa City limits is discharged to the following waters:

- Indian Creek
- Mason Creek
- Wilson Creek
- Elijah drain and its tributaries
- Grimes Creek
- Purdam Gulch Drain

The City of Nampa is currently implementing a Stormwater Management Plan which describes programs and activities and outlines additional actions that the City of Nampa should take to comply with the federal stormwater regulations (40 Code of Federal Regulations [CFR] 126). The plan addresses six minimum control measures and describes Best Management Practices (BMP’s) that should be implemented during the National Pollutant Discharge Elimination System (NPDES) permit term. It is through the implementation and evaluation of BMPs that the City of Nampa ensures that the objectives of the Phase II storm water component of the NPDES program are met.

The Stormwater Management Program addresses the following measures:

- Public Education and Outreach
- Public Involvement and Participation

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4 [https://www.cityofnampa.us/DocumentCenter/View/7711/Final-Facility-Plan]
The City of Nampa received a Phase 2 Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) permit on October 15, 2009. The permit expired on October 14, 2014 but was administratively extended. On June 5, 2018, the EPA approved Idaho's application to administer and enforce the Idaho Pollutant Discharge Elimination System (IPDES) program. The EPA will retain the authority to issue NPDES permits for facilities located on tribal lands and/or discharging to tribal waters. The City’s Environmental Compliance Division can be contacted with questions or concerns regarding Illicit Discharge, Fuel Spills, Stormwater Flooding or Turbid Discharges from an outfall.

### 7.9.4 Irrigation

The City of Nampa lies within boundaries of Pioneer, Nampa & Meridian and Boise-Kuna Irrigation Districts. The City of Nampa has the largest municipal pressurize irrigation system in the State, but the customer base is changing. The City is receiving more water quality complaints and an increasing number of customers requesting abandonment of irrigation rights. Pressure fluctuations are significant. Irrigation water is generally inexpensive.

#### 7.9.4.1 Irrigation Water Delivery

Two main irrigation districts serve the Nampa area: Nampa & Meridian Irrigation District and Pioneer Irrigation District.

#### 7.9.4.2 Nampa & Meridian Irrigation District

diverts water from the Boise River and delivers it to the Nampa area via the Ridenbaugh Canal (approximately 80 percent) and the Edwards Lateral (approximately 20 percent). Approximately 5,321 acres are irrigated with the current system. The District administers all water rights within its boundary.

#### 7.9.4.3 Pioneer Irrigation District (PID)

diverts water through three main canals to irrigate over 20,000 acres. The Phyllis and Highline canals are diverted from the Boise River and the Lo-Line canal is diverted from Wilson Drain, a Bureau of Reclamation (BOR) drain. PID is contracted to maintain approximately 250 BOR drains within the district, covering approximately 34,050 acres.

### 7.9.5 Public Utilities Planning

All City utilities (water, sewer, and irrigation) have current master plan documents. Master plans are also in place for water rights, pavement management, and a wastewater treatment facilities plan. All documents used the growth assumption model developed in the ‘City of Nampa Demographics Forecast and Land Use Analysis 2 Nampa Study Area and South Study Area – 2007–2030’.

### 7.9.6 Solid Waste, Landfill and Recycling

The City of Nampa currently contracts with Republic Services to provide residential and commercial solid waste collection and management. There are approximately 30,000 residential and 3,000 commercial customers.

Solid Waste is transported to the Pickle’s Butte Landfill located about 8 miles southwest of Nampa. The landfill can operate under its existing permit and is not expected to reach capacity for 18 years; however, this could change depending on the growth rate. The landfill took in 176,000 tons of refuse in 2009 and 276,000 tons in 2016. Residents in Canyon County generate about 5.6 pounds of waste per person per day while the national average is 4.6 pounds of waste per person per day. Canyon County officials are seeking
to add 153 acres to the landfill, which would extend its life for another 50 years. Extensive recycling programs and other innovations are in place. The goal is to reduce the amount of waste produced and extend the life of the current landfill. **The City of Nampa should continue to work with its partners to help reduce waste.**

### 7.9.7 Renewable Energy

The use of alternate sources of energy (i.e. wind, solar) is an important goal for the City of Nampa when implementation is feasible. The City adopted a solar policy in April 1987 that was implemented as part of zoning and subdivision ordinances. The solar policy included three distinct components:

- solar orientation in subdivision design
- solar setbacks for infill development
- solar easements

The ordinance required that lots within a subdivision be oriented for solar access. In addition, solar setback and solar access were required for any infill development. The solar easement provision required that trees, buildings or other obstructions on neighboring properties could not block the solar access of another property when new construction was involved.

The City Council repealed the Solar Ordinance in December of 200 due to concerns over the cost of implementing the solar subdivision design standards in some locations.

The City recognizes the importance of using alternative energy and is considering reviewing the issue in the future. See Chapter 12, Natural Resources for additional information.

### 7.10 Other Public Utilities

Many of the public utilities are privately owned and will strive to continue to meet the current and proposed population growth. The City will continue to work with public utility agencies to coordinate land use plans. The City is currently exploring a Qualified City Facilities Regulation and Use ordinance which would establish the process for existing, and new facilities not covered by franchise or other agreements, to occupy city property, including rights of way.

#### 7.10.1 Gas

Natural gas is provided by Intermountain Gas Company (IGC). Nampa currently has a franchise agreement in place with IGC which outlines utility coordination as well as a negotiated percentage amount of revenue as part of the agreement.

#### 7.10.2 Electrical Energy Services

Idaho Power Company (IPC) is the electrical utility which provides power to the City of Nampa and Canyon County. The company was established in 1916 and is engaged in the generation, transmission, distribution, sale and purchase of electric energy. The company is regulated by the Federal Energy Regulatory Commission and the Idaho Public Utilities Commission (IPUC). Idaho Power serves 24,000 square miles of service territory and over 1,000,000 people in southern Idaho and eastern Oregon. In the City of Nampa, IPC serves approximately 15,000 residential, commercial, and irrigation customers. Nampa currently has a franchise agreement in place with IPC which outlines utility coordination as well as a negotiated percentage amount of revenue as part of the agreement.

#### 7.10.2.1 Policies

IPC has an obligation to serve all customers. The IPUC provides a forum, available to the City and the public, for consideration and determination of matters involving appropriate levels of service and the allocation of costs associated with providing that service.
### 7.10.2.2 Integrated Resource Plan

Idaho Power’s Integrated Resource Plan (IRP) examines the demand for energy over the next 20 years and the best ways to meet that demand for Idaho Power’s customers. The plan is updated every two years and includes a series of public meetings that help guide the planning process. The 2019 IRP was submitted to the Idaho Public Utilities Commission and the Public Utility Commission of Oregon. The IRP describes the company’s projected need for additional electricity and the resources necessary to meet that need while balancing reliability, environmental responsibility, efficiency, risk and cost.

Idaho Power enlists the assistance of its customers in developing the IRP through an advisory council — the Integrated Resource Plan Advisory Council (IRPAC). The IRPAC consists of members of the environmental community, major industrial customers, irrigation representatives, state legislators, public utility commission representatives and other interested parties.

### 7.10.3 Additional Electrical Transmission Lines

Idaho Power has seen steady growth of electric energy use in Nampa as the population has increased. As that trend continues, additional facilities will need to be constructed. Transmission lines are usually located on easements that Idaho Power acquires from private property owners. Joint use of utility corridors is encouraged provided that such joint use is consistent with limitations as may be prescribed by applicable laws and prudent utility practice for existing and proposed utility facilities. Corridors for those future facilities are identified in Western Treasure Valley Electrical Plan.

### 7.10.4 Regional Electrical Plan

In 2011, the Western Treasure Valley Electrical Plan was written with the assistance of a community advisory committee consisting of community representatives. The plan identifies infrastructure improvements and additions to address anticipated growth and provide reliable power far into the future. It provides a strategy to serve the electrical power needs of Idaho Power’s customers in a region made up of Canyon, Gem, Owyhee, Payette, and Washington counties of Idaho and Malheur County in Oregon. The Western Treasure Valley Electrical Plan provides preferred locations for future substations and transmission line routes recommended by the committee.

### 7.10.5 Telephone, Telecommunications and Cell Phones

Several telecommunications companies offer wireless and cellular phone service. Cell towers are located throughout the landscape of Nampa. Some of these towers have multiple antennas. Emerging 5G technology will require significant deployment of smaller cell equipment throughout the City. The City of Nampa should determine standards for 5G Cell deployment in historical districts and areas where such deployment may have visual and other impacts.

### 7.10.6 Cable or Satellite Service

Cable One and Century Link provides cable services. TV and Internet providers include DIRECTV, CenturyLink, DISH, Sparklight and Viasat. All cable and satellite channels include local stations and cable/satellite stations.
Exhibit 7-5: Transmission Lines and Distribution Stations
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 polices.

OBJECTIVES AND STRATEGIES FOR IMPROVING INFORMATION TECHNOLOGY

OBJECTIVE 4: Develop strategies to extend fiber optics city-wide

STRATEGY 1: The City of Nampa should determine standards for 5G Cell deployment in historical districts and areas where such deployment may have visual and other impacts.

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 emergency 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 Fire and Police 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.

= Key Strategies

Chapter Seven Action Items

<table>
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<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>Update and clarify zoning codes and policies.</td>
<td>Planning and Zoning</td>
<td>Staff Time</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
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<td>2</td>
<td>The City of Nampa should determine standards for 5G Cell deployment in historical districts and areas where such deployment may have visual and other impacts</td>
<td>Planning and Zoning, Information Technology</td>
<td>Staff Time</td>
<td>Infrastructure, Economic Opportunity</td>
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<td>3</td>
<td>Fund, construct and staff new facilities as required to maintain the necessary response times.</td>
<td>Fire, Police</td>
<td>Staff Time</td>
<td>Safety</td>
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<td>4</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>
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**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, it’s 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.

**8.0.1 Addressing Growth**
The impact of development on the character of the community and natural environment are significant issues for the City of Nampa. The growth rate in the Treasure Valley was 18% from 2010 to 2018. This has contributed to the construction of large housing subdivisions with denser residential development. Roadways that were designed for much smaller populations have become congested. This has caused the community to be concerned about losing its character or ‘sense of place’. The impact of growth on the community’s livability was the primary concern...
expressed by the 2040 Comprehensive Plan Update Review Advisory Committee and the public during the 2019 public workshops held at Nampa City Hall and the Nampa Public Library.

This Community Design section includes the following:
- A discussion about general community design principles
- A list of strategic and intelligent planning tools that can be used to accommodate growth while enhancing and preserving the community character that residents enjoy
- Suggestions of policies, solutions and opportunities that community leaders and partners can use to address urban sprawl, establish sustainable development patterns, improve the quality of life within the built environment, preserve historical neighborhoods, and implement creative design solutions.

8.1 Building Design  
Quality building design elements such as building height, design, balance and variety of structures impact the surrounding area and region. Good design involves appropriate lot coverage of buildings, hardscape, landscape, building scale and structural aesthetics that impact human interaction with respect to the natural environment.

Building design should seek compatibility with adjoining structures and the character of the area. For example, if a building is overly elevated above or out of character with surrounding buildings it can overwhelm and create a sense of dominance. If a building is recessed in comparison to neighboring buildings or structures, it can create an undesirable gap in the streetscape and/or skyline. The scale and massing of buildings and structures should be complimentary to surrounding area.

Compatibility in the built environment does not necessarily mean conformity. It does not stifle creativity or individuality. Rather, compatibility means there is a visual relationship between adjacent and nearby buildings, the skyline, and the immediate streetscape. Compatibility contributes to the health, safety and welfare of the community. Compatibility in building design recognizes that each neighborhood has special and unique characteristics. It acknowledges that what is considered visually compatible in one location may not be appropriate in another location. Building designs should incorporate as much variety as possible and avoid large expanses of blank walls or monotonous facades. They should seek to be compatible, but unique and interesting.

8.2 Residential and Multi-Family Residential Design Issues  
Successful residential architecture connects with the community aesthetically and emotionally, and through its character and complexity. In developing design guidelines, the following items should be considered:

8.2.1 Image  
Create architecture that fits into and complements the character of the neighborhood.

8.2.2 Visual Complexity  
Provide visual and architectural complexity while maintaining a hierarchy of scale and unified overall massing of the structure. Consider dividing buildings with broad façades into smaller architectural units or clusters. Include variations in height, color, setback, materials, texture, trim, fenestration and roof shape.
Utilize the shape and placement of windows, balconies and other façade treatments as elements of complexity with variations between structures. Place landscape elements in a manner that adds variety, differentiates structures, and delineates public, semi-private and private spaces. Enhance spacial relationships adjacent to, between and within clusters of buildings.

8.2.3 Windows
Provide varied fenestration that maximizes views, utilizes or filters sun exposure in strategic locations, and provides architectural interest. On residential/professional buildings; provide inviting visual connections between the interior and exterior of semi-public and public spaces while limiting exposure to private spaces.

8.2.4 Siting and orientation of structures
Locate structures to protect views of existing residents, provide new view corridors and enhance view opportunities. Consider views to, from, and through the site. Orient buildings to maximize energy efficiency. Create a harmonious composition of buildings, building clusters, landscaping and open space. Locate structures outside of environmentally sensitive areas, floodplains/floodways and other hazardous areas.

8.3 Commercial Development

8.3.1 Building Scale
Use appropriate building scale. Buildings should not dominate the site or surrounding area.

8.3.2 Massing
Locate new buildings so they are compatible with the location and massing of existing adjacent buildings and site development. Considerations should include setbacks, building heights, parking, arrangements and building shape and massing.

8.3.3 Entries
Buildings entries should be placed in a location that is easily identifiable from street, while secondary entrances should be easily accessible and convenient to parking and delivery areas that serve buildings, but they should not dominate the site.

8.3.4 Commercial Design Issues:
- Richness of surfaces and texture;
- Durable, low maintenance exterior and interior surface materials;
- Variety of wall articulation (insets, canopies, wing-walls, trellises, porches, balconies);
- Pitched roofs and shed roofs;
- Roof overhangs;
• Traditional window pattern;
• Appropriate building mass with articulation;
• Scaled to site and surroundings;
• Appropriate landscape and hardscape elements;
• Landscaped and screened parking with tree canopy;
• Comprehensive and appealing monument signs;
• Clear visibility of store frontage, entrances and retail signage;
• Clustering of buildings to provide pedestrian courtyards and common areas; and,
• Step-down of buildings scale along pedestrian routes and buildings entrances.

Neo-modern and post-modern designs do not use traditional forms of ornamentation; however, they are acceptable architectural styles for commercial development in the developing areas of Nampa.

8.4 Industrial Design Issues
The design issues facing industrial land use may not be based as much on building scale, massing, or entry issues, but more on the impacts to adjacent properties such as visual incompatibility, noise, vibration, odors, etc. The City should consider the following during an industrial property development proposal review:

• Consideration of impacts to residential properties
• Landscaping and screening parking areas
• Including landscape and hardscape elements along public rights-of-way
• Providing pedestrian access from the frontage to the office portion of the buildings (many industrial campuses have long driveways or fenced in sites which are not conducive to pedestrian interface with the site)
• Providing employee courtyards and/or outdoor common areas
• Creating clear visibility of entrances
• Ensuring adequate and safe employee access and exterior lighting for nighttime operations
• Creating appealing monument signs
• Utilizing industrial design criteria to appropriately locate industrial elements and provide mitigation for impacts on residential/commercial and public areas.

8.5 Storage Units
Self-storage facilities rent space on a term basis to individuals or to businesses. Some facilities offer packaging supplies for sale to assist tenants in packing and safekeeping their goods and may also offer truck rentals. Configuration of storage unit facilities are dependent upon access and types of units. They include buildings with multiple stories, buildings with street-level retail, drive-up units, and RV and boat storage.

The most common self-storage facilities in Nampa are single level drive up units that consume large parcels of real estate. Nampa has allowed these units in industrial and commercial areas. The units have been allowed to be constructed close to roadways with limited screening. Many units offer rental trucks that are stored on the premises. Many of these developments consist of metal buildings with monotonous roll up door facades and RV storage covered parking areas. They are unsightly for those who live near to and pass by them.
Nampa has experienced rapid growth of storage unit development in recent years. The Nampa City Council placed a moratorium on storage unit construction in July 2019 and directed staff to provide changes to the zoning code. City Council desired to limit the number and placement of storage units and minimize impacts to residential developments. The proposed code changes included lengthy setbacks, generous landscape buffering from the street and residential properties, development of multi-story units with retail at street level, limits to proximity of other storage units, and an approval process that is based on a specific set of design criteria.

8.6 Public Access
The Comprehensive Plan Review Advisory Committee and public indicated that they desire public access to resources, trails, parks, public open space, services, between communities, to the downtown and other local and regional destinations. The modes of access vary from automobile, public transportation, bicycle, walking and others. They desire maintained roads with good traffic flows, bike lanes, contiguous pathways, and connected and maintained sidewalk systems. They wanted to ensure that ADA access was provided in public areas of the City.

Public access to services includes: the arrival of public safety in a timely manner, clean water, reliable utility services, access to government functions such as Economic Development, Library System, Planning and Zoning and Building Departments; and the Engineering Division. They desire a clean and accessible park system.

8.7 Landscaping
8.7.1 Landscaping and Community Design
Landscaping and landscape elements are integral to community design. Well designed and appropriately implemented landscaping provides one or more of the following benefits:

- Softening
- Buffering from the elements
- Appropriate scale
- Spatial and contextual definition
- Art
- Community character
- A sense of place
- Respite
- Improved environment

8.7.2 Landscaping Defined
Landscaping includes trees, shrubs, groundcovers, well-designed hardscape, exterior furnishings, exterior artwork, statues, monuments, boulders, lighting, pathways, walkways, pedestrian plazas, fountains, turf fields, gardens, pergolas, arbors, play features, etc. Landscaping in Nampa is a critical element in the built environment as a buffer for harsh weather conditions in the winter and shade, respite and softening in the summer months. Trees indicate the passage of time through their growth and seasonal progression. Plants also provide environmental benefits by improving air quality, providing sunlight relief, and acting as a windbreak. Care should be given to specify species that are appropriate to the scale and character of neighborhoods, commercial areas, gateways and the downtown.

Nampa is a high desert landscape. Although water from irrigation is readily available, landscaping that uses less water is becoming more important as the demand for water changes with growth. Landscaping should include native plants and trees that are adapted to harsh winter and warm summer temperatures. They should be capable of thriving in alkaline soils. Trees that have brittle limbs, or ‘self-pruning’ trees are
discouraged due to the frequency of sudden wind gusts from low-pressure weather fronts that frequent the area.

8.7.3 Landscaping's Role in Community Appeal
Growth and the changes in air quality, land use patterns, industrial development, traffic congestion, mass subdivision development, and other environmental factors have increased the importance of the role that landscaping plays in the attractiveness and appeal of the community. Hardscape plazas, town squares, business campus quads, and other hardscape gathering areas with trees, fountains, seating, lighting, public art and other attractive amenities are encouraged. Overuse of rock groundcover in lieu of natural mulch or low growing vegetation is not permitted.

8.7.4 Tree City USA

Nampa has been a Tree City USA for 21 years. This distinction requires that the City assign a specific jurisdiction over trees, the adoption of a tree care ordinance, establish a forestry program with investment, and observance of Arbor Day and a Proclamation. This achievement reflects Nampa’s commitment to maintaining a tree canopy that will reduce heat sink effects that are common during the summer months, improve air quality, and beautify streets and streetscapes. Trees and vegetation provide privacy, insulate view corridors from negative visual impacts, buffer between land uses, helps conserve energy and defines spaces. Property values are increased, and stress reduced with well-placed and managed trees and vegetation.

8.7.5 Landscape Plan/Ordinance
Nampa’s Landscape Ordinance addresses landscaping on all public rights-of-way and areas of the City within the public domain. It also specifies tree requirements for new private multi-family, commercial and new residential development. The purpose of the ordinance is to ensure that the general appearance of Nampa’s principal thoroughfares present an appealing image to persons traveling their length and, to provide partial relief from heat, noise and glare through proper placement of green plants and trees and to encourage pleasant and attractive surroundings.

As density increases, quality landscaping will become increasingly significant. The City should continue to strengthen the landscape ordinance to address changing needs and to preserve the quality of life that Nampa residents have come to expect.

8.7.6 Urban Forestry
The City of Nampa Forestry Division maintains the trees in community parks and public grounds located throughout the City. The Forestry Division is actively involved in promoting and participating in efforts within the City to enhance the urban forest environment. These efforts in turn benefit the health and beauty of the City. The City of Nampa Forestry Division maintains over 5,500 trees in the City and in 2016 the Tree

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1 Arborday.org - https://www.arborday.org/programs/treecityusa/standards.cfm
2 (Ord. 3182, 12-9-2002) (Ord. 3960, 4-4-2011)
Ordinance was updated. The Tree Advisory Board, appointed by the Mayor, provides community guidance to the Forestry Division in urban forestry issues.

The annual Arbor Day celebration at a local elementary school, education programs for the public, as well as local organizations, and a Christmas Tree Recycling and Right of Way Tree Planting program, are a few of the programs and events coordinated by the Forestry Division.

Rake-Up Nampa is an annual event held in the fall to allow citizens to volunteer to rake up leaves and debris on properties held by those who cannot do it themselves.

8.8 Public Open Space

Public open space includes areas of land that are preserved and maintained for public use. They may be natural areas that remain in a natural state with minimal access on trails. Other spaces are more formalized to include furnishings, lighting, activity areas, gathering areas, covered areas, protected areas, nooks, landscaping and other elements. Spaces can be versatile or designed for a specific use. They should be inviting, interesting, interpretive, and designed to accommodate the general public. They can also be provided in the form of hardscape plazas, public squares, picnic shelters, overlooks, observation platforms, etc. Public spaces can be an extension of a building patio, an amphitheater, or memorial garden, among others. All public open spaces should be well-designed spaces that complement the environment in which they are placed.

8.9 Private Open Space

Private open space is individual outdoor space where residents can enjoy the outdoors in relative privacy. Housing developments should provide private outdoor space if possible. Patios, porches, decks, balconies and yards should also be of adequate size with easy access from each dwelling unit. Screened fencing and privacy landscaping should be considered wherever appropriate to provide added privacy and to indicate clear boundaries. Special care should be taken when designing balconies to successfully balance the need for light and views with safety and neighbor privacy considerations.

8.10 Public Sidewalks and Pathways

The City of Nampa has sidewalks and pathways for pedestrian access throughout the City. Many sidewalk systems are bifurcated due to a lack of continuity in development. Walkable neighborhoods and commercial districts promote social interaction. The presence of pedestrians on the street adds vitality to neighborhoods and shopping areas and provides informal surveillance of public spaces. Pedestrian friendly features include:

- Building entrance orientation towards pedestrian corridors
- A consistent edge of buildings along a streetscape
- A variety of pedestrian-scaled building styles
- Sidewalks separated from the road by planting strips and shade trees

8.11 Historic Structures

In downtown Nampa, there are several buildings and facades worthy of preservation and continued use. These structures define the Downtown Business and Downtown Village areas and other areas and neighborhoods in the community. Many of these structures have had an interior facelift but lack needed exterior improvements required to restore their original character.
In the post-war era of the 1950’s and 60’s, many building owners across the nation desired to modernize in order to reflect the modernist principles and technological achievements of their day. Beauty was found in simplicity, form and fundamental modernist principles promoted by Louis Sullivan and his contemporaries and successors; stating that “form forever follows function,” without relying on revivalist architectural styles of the past. Many building owners placed false facades on their buildings to reflect this modernist point of view. In the post-modern eras of the 1980’s and 1990’s, many faux modernist facades were removed, and the character of the original structure was revealed, often in good condition.³

Returning old worn-out buildings to their original condition is important to Nampa. Other approaches include the construction of new structures that contain elements of classical styling and form. The advantage of this approach is the capacity to build in modern engineering systems, foundations and building elements that meet current building standards.

8.12 Development Patterns

Urban ecological systems are characterized by complex interactions among social, economic, institutional, and environmental variables.⁴ These interactions influence patterns that become evident in the built environment over time. Development patterns of specific areas, such as business districts, industrial areas, residential neighborhoods and future development areas, as determined by these interactions, define the character of the community. **Nampa should continue to seek to improve and protect the elements that soften and enhance these development patterns.**

8.12.1 Community Values in Residential and Multi-Family Design

As Nampa has developed over the past century, neighborhoods have provided a source of stability, safety and a place where traditional family and social values have thrived. This has developed because of community’s desire and willingness to congregate in social, religious and family circles supported by neighborhood design that provides gathering opportunities. Much of this neighborhood cohesiveness pattern occurs within smaller geographic areas where over time, neighbors come to know each other and meet each other’s needs on a local and familiar level. While this stability is eroding in some areas of the country, Nampa’s traditional structures bring vitality amid rapid growth and change. It is important for City leaders to continue to recognize these patterns and values and support their essential role in stabilizing Nampa’s social structure into the future. **Nampa should continue to provide opportunities in the Nampa Zoning Code for safe family-oriented gathering places in the form of parks, open space, community buildings, schools, religious buildings and sites, plazas and other areas of congregation.**

³ Architectural styles of America and Europe ‘Modernism and Brutalism’ (https://architecturestyles.org/post-war-modern/)
Partnerships between neighborhoods and City government are important factors in developing strong and healthy communities. Some of the tools available to neighborhoods and City leaders include:

- Neighborhoods that work with the City to develop programs that would help to strengthen and stabilize an area.
- Neighborhoods that assist the police and fire department in establishing additional neighborhood watch, safety and preparedness programs.
- Neighborhoods that form Local Improvement Districts to assist in the development of needed infrastructure, such as sidewalks, lighting, open spaces and other improvements.
- Data collected by neighborhoods that assist in acquiring grant funding.
- The establishment of Neighborhood Plans that include community design and development standards to ensure that neighborhoods are developed in a manner that promotes neighborhood livability, continuity and a welcoming pedestrian-friendly environment.
- Planning and zoning codes that encourage and support neighborhood mixed uses such as local neighborhood-scale markets and businesses, affordable housing options, live/work options, mix of commercial uses and services within walking access of neighborhoods, development of multi-modal access routes, etc.

8.12.2 Community Gathering Place design

Gathering places can include parks, specialized plazas, landscaped areas, artwork, multi-functional use areas, play areas, shelters, fountains, an amphitheater, a town square clock, sitting areas, school buildings, church buildings, community buildings and other interesting features. Gathering places can also become a symbolic place of local civic pride, function, community image and religious affiliation. Recognizing this, the City of Nampa included public space, benches, and a fountain, as part of the construction of the library square. This area has served as a public gathering place for informal and formal community gatherings since its construction. The annual Christmas Tree lighting event, as well as other gatherings occur in front of the Nampa Train station. Parks serve as gathering places for recreation, festivals, events and family activities. The Idaho Center acts as a gathering place for various large-scale events and shows. School and church buildings/grounds are gathering areas for the community. Master Planned Communities, new high-density multi-plex and mixed-use developments should include public gathering areas. The City of Nampa should include the development of well-designed and meaningful public gathering places in new development, and redeveloped areas.

8.12.3 Downtown Nampa

The downtown area of Nampa was redesigned during the 1980’s with wider streets and the addition of streetlights. Individual shop owners also redesigned their stores and storefronts to be more attractive. Investing in the downtown to attract residents and tourist is a continual process and new opportunities need to be created and supported. Downtown business owners and community leaders need to continually evaluate what makes the downtown unique, what activities will bring people to the area, what economic opportunities are available, and what type of funding will be needed to continue revitalization efforts.

8.12.3.1 Downtown Streetscape Plan

Development patterns in the downtown follow a traditional European rectangular block design. The classically designed train station, as well as the orientation of downtown on a grid that parallels the railroad Nampa reflects the railroad’s significant role in Nampa’s historical development. Buildings with textures, masonry, large overhanging porch roofs, and architectural relief accentuate the Downton’s historical character. Well-designed streets and sidewalks complement existing structures and encourage investment. Sidewalk width, streetlights and other amenities affect pedestrian activity and a block’s aesthetic quality which can determine how adjoining private land is developed and used in the future. The Nampa Streetscape Plan will to be used as a guide for downtown landscape development when it is completed.
8.13 Cultivating a Healthy Arts Community

8.13.1 Public Art

The development of effective public art policy provides the opportunity to create public displays that depict relevant scenes or events of natural, social, cultural or historic significance in appropriate locations throughout the city. These displays can provide a means to celebrate the historical and cultural diversity of the City, promote unity, encourage social interaction, and honor other important elements. Public art is often to encapsulate the culture and soul of the community.

Public art may be installed and exhibited in public spaces and publicly accessible buildings with the authorization and collaboration of the public agency or business that owns or administers the space. Public art may also be incorporated in the designs of a public place and can serve a practical purpose, such as the traffic signal cabinet art wraps in Nampa’s downtown. The significance of art in the public place to working practitioners, artists, curators commissioning bodies and the community at large is profound. Great efforts are made to select appropriate sites, artistic media and subject matter. Generally, projects are well planned and thought out. Consideration is made for public safety, durability of materials and appropriate content matter. Solicitations for public art include a scope of work, budget and involve a jury to select the winning proposal. Nampa should implement a “Percent for Art” policy by setting aside a small percentage from pathway and trail, and transportation capital improvement funded projects. Plans for public art projects could be included in the Transportation and the Bicycle and Pedestrian Master Plan. The funds could be collected and administered by a City agency with a Public Art Commission or Committee as an oversight body.

8.14 Gateways

Growth over the past decade in Nampa has created a stimulus for business development along City Gateways for economic advantage. Within these corridors, design review procedures for commercial development are necessary. Zoning codes and standards are designed to maintain continuity and aesthetic appeal. Depending on the configuration of existing streets, land uses and buildings, more extensive landscaping and fewer access points than specified in underlying zoning codes may be required. Conversely, the development review process affords the opportunity to highlight the special features of each property to encourage standards and requirements in a manner that supports design intent. In either case, the overall aesthetics, experience and appeal of the City’s Gateways is worth protecting and enhancing.
The City currently has six recognized gateways on the roads that feed the following interchanges: State Highway 55 South; State Highway 44; Nampa Caldwell Boulevard; 12th Avenue North and at Franklin, Garrity and Northside Boulevard. Significant entrance improvements have been undertaken on Caldwell Boulevard and North 16th Street. An ambitious community-supported landscaping program provides attractive and informative designs for City entryways including Franklin Boulevard, Nampa Caldwell Boulevard, Highway 44, and Highway 55, as funds allow. The City should locate public art and appropriate landscaping on the City’s gateways.

8.15 Signage
Signage is important and often necessary for business, government, schools, religious institutions, housing complexes, and other entities. Signs provide direction, information, advertising, identity and enticement. Properly designed and placed signs should provide an easy and pleasant communication between people and their environment and avoid visual clutter that is potentially harmful to traffic and pedestrian safety, property values, business opportunities, and community appearance.

Nampa regulates signage through a sign ordinance and associated permits. Although Nampa sign standards do not regulate content, they do specify design, and limit size, location, and illumination. Signage is also regulated in terms of permanency status. Other agencies such as Idaho Department of Transportation regulate signage.

Sign standards are adopted in order to:
- Ensure that signs are designed, constructed, installed and maintained to assure public and traffic safety
- Reflect and support the desired character and development patterns of the community
- Allow adequate and effective signs without dominating the visual landscape
- Protect and enhance economic viability of the city's commercial corridors by assuring aesthetic appeal to businesses and residents alike
- Balance the needs of business with the desire to preserve and enhance the visual character of the City.5

8.16 Traffic Access and On- and Off-Street Parking
Adequate traffic access and on-and-off-street parking is important to a City. Adequate vehicular access can reduce traffic accidents, congestion, driver frustrations and pedestrian/bicyclist and vehicle conflicts. With proper management of on-and-off-street parking, parking spaces could be used to their best capacity. Further discussion of the issues regarding traffic access and on-and-off-street parking is discussed in the Transportation Chapter 6.

8.17 Community Activities, Festivals and Events
Nampa provides the backdrop for several events and festivals. Some of the major community events are listed in section 4.3.4 of this plan. Events and festivals should be held in areas that are designed for that purpose, or that can be accommodated in a safe and enjoyable manner, without creating a nuisance, and with minimal disruption to the necessary functions and operations of the City and its residents. Accessible support facilities, such as restrooms, wash stations, warming/cooling areas, etc. should be provided for attendees for day-long events. Lighting and wayfinding should be provided when evening events are held. Planning that involves coordination with Public Safety, Economic Development, Parks and Recreation and other impacted City departments should be provided well in advance.

5 Nampa City Code 10-23-1
8.18 Visual Impacts
Properties in the City should be maintained to be free of trash and litter and the accumulation of weeds. Outdoor storage should be screened to hide unsightly objects. Paved off-street parking allows for the reduction of dust, which improves air quality. The removal of weeds enhances the visual assets and beauty. Commercial development requires design review.

8.19 Exterior Lighting Design
Exterior lighting design 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.\(^6\)

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**Chapter Eight Objectives and Strategies**

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<th>OBJECTIVES AND STRATEGIES FOR IMPROVING RESIDENTIAL, MULTI-FAMILY, COMMERCIAL DESIGN</th>
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<td><strong>OBJECTIVE 1:</strong> Improve the quality of residential, multi-family and commercial community design.</td>
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<td>STRATEGY 1: Develop a reference guide for residential development indicating desired architecture, landscaping, streetscape and other neighborhood elements.</td>
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<td>STRATEGY 2: Develop standards and guidelines for Master Planned Communities, Planned Unit Developments and commercial development.</td>
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<td>STRATEGY 2: Increase the acreage of urban forest and parkland throughout the community.</td>
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<td>STRATEGY 3: Implement the Downtown Streetscape plan</td>
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<td>STRATEGY 4: Establish an architecture and landscape beautification award/recognition program for private residences and business.</td>
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<td>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.</td>
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<td>STRATEGY 2: Continue to obtain the TREE City USA designation</td>
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Nampa 2040 Comprehensive Plan - Chapter 8
Chapter Eight Action Items

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<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, Public Works, Parks and Recreation, Economic Development</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, Building, Fire, Police, Development Community</td>
<td>Staff Time</td>
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<td>3</td>
<td>Implement the Downtown Streetscape Plan</td>
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<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>
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<td>5</td>
<td>Implement the Central Nampa Revitalization Blueprint Program.</td>
<td>Economic Development</td>
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<td>6</td>
<td>Establish design standards for gateways</td>
<td>Planning and Zoning, Parks and Recreation, Public Works, Economic Development</td>
<td>Staff Time</td>
<td>Infrastructure</td>
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9.0 Executive Summary
The Nampa community has a history of participating in recreational pursuits that are both abundant and available in the Treasure Valley. Over time, the demand for additional and varied recreational opportunities has increased. Local and regional recreational offerings include traditional outdoor sports, sporting venues, aquatic facilities, indoor sports, trails, pathways, open space and others. This chapter includes an inventory of current recreational services, programs, facilities, and parks in Nampa and the greater Treasure Valley region. Strategies outlined in this chapter are designed to identify and meet the demands of the community in the future.

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 increase 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.

9.1.1 Parks and Open Space Benefits (National Recreation and Parks Association)
The National Recreation and Parks Association produced the following points that support the critical role of public parks and recreation in improving health and wellness:

- Living close to parks and other recreation facilities is consistently related to higher physical activity levels for both adults and youth.
- Adolescents with easy access to multiple recreation facilities were more physically active and less likely to be overweight or obese than adolescents without access to such facilities.
- Increasing access to recreation facilities is an essential strategy for preventing childhood obesity.
Organized park programs and supervision may increase the use of parks and playgrounds and may also increase physical activity, particularly among youths.

Park renovations can increase vigorous physical activity among children and can also increase the use of certain types of facilities, including playgrounds and skate parks.

In distressed neighborhoods of Philadelphia, Pennsylvania, where vacant lots converted into small parks and community green spaces, residents in those neighborhoods reported significantly less stress and more exercise, according to a study published in the American Journal of Epidemiology.

Park and recreation agencies are the second largest public feeder of children, next to schools.

Park and recreation agencies annually serve approximately 560 million meals to children through summer and after-school programs.

Through a youth community gardening program implemented by 20 park and recreation agencies, 51 percent of participants reported eating more fruits and vegetables.

People living more than (1 mile) away from a green space have nearly 50 percent higher odds of experiencing stress than those living fewer than 300 (yards) from a green space. Respondents who do not report stress have more than 50 percent higher odds of visiting a green space at least a few days a week than those reporting stress. Results also showed that the more often respondents visited green spaces, the less stress they experienced.

Several studies have confirmed that separation from nature is detrimental to human development, health and well-being, and that regular contact with nature is required for good mental health.

Scientists in the Netherlands found that people who lived in residential areas with the fewest green spaces had a 44 percent higher rate of physician-diagnosed anxiety disorders than people who lived in the greenest residential areas. The effect was strongest among those most likely to spend their time near home, including children and those with low levels of education and income.²

Physician-diagnosed depression was 33 percent higher in the residential areas with the fewest green spaces, compared to the neighborhoods with the most.¹,²

9.2 Active vs. Passive Recreation

Active recreation includes activities that are generally oriented towards competitive sports, or activities that involve movement and motion to perform the activity. Common examples in the Nampa and Treasure Valley Region area include competitive field and court sports, athletics, running, bicycling, rowing, hunting, shooting, skiing, walking, swimming, diving, skateboarding, golfing, gymnastics, dancing, etc.

Passive recreation involves activities that are generally held in a location that portrays a sense of calmness. Passive recreation is less strenuous than active recreation activities and may include fishing, picnics under a shade shelter, drawing, collecting, writing, observing nature, etc.

9.3 Existing Conditions

The City of Nampa provides many parks and recreation opportunities as described below.

9.3.1 Pedestrian Pathways

The City offers several pedestrian pathways in the community. In general, the pathways are constructed along irrigation drains and laterals. As new development occurs, the developer is required to deed and dedicate land to the city for a pathway if the pathway is identified in the master pedestrian pathway plan. In addition to constructing pathways along irrigation facilities, the City has a significant pathway along the abandoned Stoddard railway. The Wilson Creek, Elijah, Grimes, Edwards and Stoddard Pathways are the most popular pathways in Nampa and there is continued efforts to expand pathways as the opportunities arise. Nampa currently has about 13 miles of developed pedestrian pathways.

¹ https://www.nrpa.org/contentassets/9c491783f73a45f89abb0443b1a3e977/parks-improved-mental-health-quality-life.pdf
9.3.2 Golf

The City of Nampa operates two public municipal golf courses. Centennial Golf Course (18 holes), built in 1986, and Ridgecrest Golf Club (27 holes), built in 1996 are located near Interstate 84 on leased land owned by the State of Idaho. In addition, the Red Hawk golf course, a privately owned 18-hole golf course, opened to the public in south Nampa.

9.3.3 Swimming Pools / Aquatic Facilities

Lakeview Waterpark: Located on 7th Street North, inside Lakeview Park. Featured is a zero-depth entry beach for small children. Splashpad features such as spraying fountains and deck bubblers are popular attractions a Lakeview Waterpark. The facility offers a learn to swim program as well as general open swim times.

Lakeview Water Park has restrooms, showers, and a secured clothing check-in point. This pool typically opens for the season when the Nampa School District’s traditional school year ends, and summer vacation begins. This pool was built in 2001.

Lincoln Pool: Located in Lions Park. The facility features both shallow and deep water. The pool offers visitors the opportunity to use a diving board or run through various water toys. A separate 1 to 1 ½ foot deep kid’s pool is provided for toddlers. This pool was built in 1971 and renovated in 2003. It is open during the summer months hold a similar schedule to the Lakeview Waterpark.

The Nampa Recreation Center

The Nampa Recreation Center is opened year-round. The center contains indoor swimming pools with different features for every swimmer ability:

- **Lap Pool:** 10 lanes / 25-yards
- **Diving Pool:** 10-foot deep with Tarzan Rope and springboard
- **Hydro Pool:** Utilized for hydrotherapy, kept at 90 degrees, 1 to 4 feet deep
- **Recreation Pool:** Kept at 88 degrees with 7’ tall spray fountain, 53’ water slide, basketball hoop, 2’ to 4’ deep
- **Kids Pool:** 90 degrees and 1.5’ deep
- **Spa, sauna and steam room**

9.3.4 Fishing Areas

Idaho Fish and Game operates 19 fish hatcheries statewide. The resident fish hatcheries are all funded by license dollars and they provide catchable rainbow trout, cutthroat trout and other fish. The Nampa Fish Hatchery is a resident trout rearing facility located on the south end of Nampa at the intersection of South Powerline Road and Locust Lane.

Wilson Springs Pond Complex

Wilson Springs Pond consists of three ponds that receive water from the Nampa Hatchery and are tributaries to the Wilson Drain. The property is owned and maintained by the Idaho Department of Fish and Game. These ponds provide fishing opportunities for the public along their banks and trails. They are open all year except as modified in Special Rules. Contains paved and unpaved trails, dock, restroom facilities and parking lot.

- **North Pond**
- **South Pond**
- **Trophy Pond**

---

3 SOURCE: Idaho Department of Fish and Game [https://idfg.idaho.gov/visit/hatchery](https://idfg.idaho.gov/visit/hatchery)
9.3.5 Recreation Center
With the help of Mercy Medical Center and local businesses the 140,000 square foot Nampa Recreation Center opened in 1994. It is operated and maintained by the City of Nampa Parks and Recreation Department. Nampa Recreation Center is open to the public via membership or daily entrance fee. The facility features the following amenities:

- Aquatics program with five indoor swimming pools
- Cardio Equipment
- Courts/Gymnasium with two collegiate size basketball courts
- Exercise Studios with fitness classes
- Indoor Track (.2-mile loop)
- Kids in Action Day Camp
- Fitness Trail that encircles the grounds
- Play Center
- Preschool
- Racquetball - five courts
- Rock Climbing walls
- Senior Center
- Weight Room
- Youth Activity Center
- Saint Alphonsus Physical Therapy Center

9.3.6 City Forestry Programs
The City of Nampa is recognized as a “Tree City USA”. The Tree Advisory Board is made up of volunteers and City staff. The tree ordinance was updated in 2009.

The City Forestry program is part of the Parks and Recreation Department and maintains approximately 5,000 trees located in community parks along City streets. The Forestry Division actively promotes and participates in many efforts within the City to enhance the environment and the health and beauty of the City. Examples of programs coordinated by the Forestry Division include an Arbor Day celebration at local elementary schools, a Curbside Leaf Recycling Program, a Christmas Tree Recycling Program and a Right of Way Tree Planting Program.

9.3.7 Right-of-Way Tree Planting Program
The Right-of-Way Tree Planting Program provides City of Nampa residents help with planting appropriate trees in the Right of Way area. For convenience a landowner may purchase a tree from the City of Nampa Forestry Division.

When a tree is purchased through the Forestry Division, the forester will:

- Assist the property owner with the selection of a tree compatible with the rigors of Right of Way growth.
- Provide and plant the tree at the desired location on the right of way or within 15’ of the right of way.
- Guarantee the tree for one (1) year, if properly watered and cared for by the property owner.
- Provide the owner with information on post tree planting care.
9.3.8 Cemeteries
Kohlerlawn Cemetery, located at 76 6th St. N, is a public cemetery owned and operated by the City of Nampa.

It offers an interment database and reporting application. This application is intended to assist the general public with genealogical research. It provides the public with the opportunity to query the City’s Interment Database as they relate to search parameters. Site visitors can produce a site map using the City of Nampa’s Geographic Information System (GIS) data and associated digital pictures that display the interment monument.

9.4 City of Nampa Parks and Regional Facilities
Exhibits 9-1 and 9-2 show the existing parks within the Nampa City limits.

<table>
<thead>
<tr>
<th>No.</th>
<th>Park Name</th>
<th>Address</th>
<th>Acreage</th>
<th>Type of Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City Acres Park</td>
<td>219 4th Street North</td>
<td>1.30</td>
<td>Neighborhood Park</td>
</tr>
<tr>
<td>2</td>
<td>Amity Dog Park</td>
<td>2900 2nd Street South</td>
<td>6.97</td>
<td>Special Use Park</td>
</tr>
<tr>
<td>3</td>
<td>Eastside Park</td>
<td>430 21st Ave South</td>
<td>3.88</td>
<td>Neighborhood Park</td>
</tr>
<tr>
<td>4</td>
<td>Hunter Park</td>
<td>808 3rd Street South</td>
<td>1.17</td>
<td>Mini-Park</td>
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<tr>
<td>5</td>
<td>Indian Creek Park</td>
<td>1274 2nd Street North</td>
<td>2.73</td>
<td>Neighborhood Park</td>
</tr>
<tr>
<td>6</td>
<td>King’s Road Park</td>
<td>3322 Little John Court</td>
<td>3.03</td>
<td>Neighborhood Park</td>
</tr>
<tr>
<td>7</td>
<td>Lakeview Park</td>
<td>1304 7th Street North</td>
<td>41.48</td>
<td>Regional Park</td>
</tr>
<tr>
<td>8</td>
<td>Liberty Park</td>
<td>600 Constitution Way</td>
<td>16.67</td>
<td>Vicinity Park</td>
</tr>
<tr>
<td>9</td>
<td>Lions Park</td>
<td>409 Lions Drive</td>
<td>20.90</td>
<td>Vicinity Park</td>
</tr>
<tr>
<td>10</td>
<td>Maplegrove Park</td>
<td>914 North Fritz Miller Court</td>
<td>11.76</td>
<td>Neighborhood Park</td>
</tr>
<tr>
<td>11</td>
<td>Maplewood Park</td>
<td>2312 South Chicago Street</td>
<td>2.31</td>
<td>Neighborhood Park</td>
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<tr>
<td>12</td>
<td>Mary Ellen’s Meadow Park</td>
<td>714 West Iowa Ave.</td>
<td>1.92</td>
<td>Mini Park</td>
</tr>
<tr>
<td>13</td>
<td>McDonough Park</td>
<td>2200 E Karcher Ave.</td>
<td>14.51</td>
<td>Neighborhood Park</td>
</tr>
<tr>
<td>14</td>
<td>Optimist Park</td>
<td>16680 11th Ave. North</td>
<td>24.93</td>
<td>Vicinity Park</td>
</tr>
<tr>
<td>15</td>
<td>Osborne Park</td>
<td>2830 South Avondale Ave.</td>
<td>15.21</td>
<td>Neighborhood Park</td>
</tr>
<tr>
<td>16</td>
<td>Port Meadows Park</td>
<td>2115 East Iowa Ave.</td>
<td>.53</td>
<td>Mini-Park</td>
</tr>
<tr>
<td>17</td>
<td>Skyview Park</td>
<td>1020 Blakeslee Drive</td>
<td>18.43</td>
<td>Vicinity Park</td>
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<tr>
<td>18</td>
<td>Southfork Park</td>
<td>1619 West Iowa Ave.</td>
<td>5.46</td>
<td>Neighborhood Park</td>
</tr>
<tr>
<td>No.</td>
<td>Park Name</td>
<td>Address</td>
<td>Acreage</td>
<td>Type of Park</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------</td>
<td>-----------------------------</td>
<td>---------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>19</td>
<td>Stampede Park</td>
<td>1220 11th Ave. North</td>
<td>11.77</td>
<td>Vicinity Park / Special Use Park</td>
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<tr>
<td>20</td>
<td>Starr Park</td>
<td>305 14th Ave. North</td>
<td>0.38</td>
<td>Neighborhood Park</td>
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<tr>
<td>21</td>
<td>Sunset Oaks Park</td>
<td>16430 Rainbow Drive</td>
<td>6.16</td>
<td>Neighborhood Park</td>
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<tr>
<td>22</td>
<td>West Park</td>
<td>27 South Park Drive</td>
<td>36.84</td>
<td>Vicinity Park</td>
</tr>
<tr>
<td>23</td>
<td>West Roosevelt Park</td>
<td>1915 West Roosevelt Drive</td>
<td>2.30</td>
<td>Neighborhood Park / Special Use Park</td>
</tr>
<tr>
<td>24</td>
<td>Wilson Creek Park</td>
<td>2608 South Juniper Street</td>
<td>12.80</td>
<td>Neighborhood Park</td>
</tr>
<tr>
<td>25</td>
<td>Lloyd Square Park</td>
<td>1 14th Ave. South</td>
<td>.92</td>
<td>Special Use Park</td>
</tr>
<tr>
<td>26</td>
<td>Rodeo Park</td>
<td>Garrity Blvd &amp; 16th Ave. North</td>
<td>4.20</td>
<td>Special Use Park</td>
</tr>
<tr>
<td>27</td>
<td>Nampa Rec Center</td>
<td>131 Constitution Way</td>
<td>13.24</td>
<td>Special Use Park</td>
</tr>
<tr>
<td>28</td>
<td>Creech Courts</td>
<td>1219 7 Street North</td>
<td>.62</td>
<td>Special Use Park</td>
</tr>
<tr>
<td>29</td>
<td>Midway Park</td>
<td>14309 Midway Road</td>
<td>12</td>
<td>Regional Park</td>
</tr>
<tr>
<td>30</td>
<td>Orah Brandt Park</td>
<td>7999 Cherry Lane</td>
<td>8</td>
<td>Vicinity Park</td>
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<tr>
<td>31</td>
<td>Second Dog Park</td>
<td>11370 Smith Ave</td>
<td>0</td>
<td>Undeveloped</td>
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<td></td>
<td><strong>Total</strong></td>
<td></td>
<td><strong>311.03</strong></td>
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</tbody>
</table>
Regionally, there many recreation facilities located within a 60-mile radius from Nampa. Some of these facilities are identified in Exhibit 9-3 (next page).
### Exhibit 9-3: Regional Park, Recreation and Open Space Facilities

<table>
<thead>
<tr>
<th>Facility/Park</th>
<th>Location</th>
<th>Uses</th>
<th>Distance from the City of Nampa</th>
<th>Open to the Public</th>
</tr>
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<tbody>
<tr>
<td>Birds of Prey</td>
<td>Ada County</td>
<td>Bird watching</td>
<td>25 miles</td>
<td>Yes</td>
</tr>
<tr>
<td>Bogus Basin Ski Resort</td>
<td>Boise County</td>
<td>Skiing</td>
<td>40 miles</td>
<td>Yes, Fees depending on services</td>
</tr>
<tr>
<td>Boise National Forest</td>
<td>Boise County</td>
<td>Hiking, camping, fishing, Snowmobile Trails</td>
<td>50 miles</td>
<td>Yes</td>
</tr>
<tr>
<td>Celebration Park</td>
<td>Canyon County</td>
<td>Map rock petrograph, Boating,</td>
<td>20 miles</td>
<td>Yes</td>
</tr>
<tr>
<td>Deer Flat Refuge</td>
<td>Canyon County</td>
<td>Bird watching, hiking, bird hunting, photo, fishing water sports</td>
<td>1 mile</td>
<td>Yes</td>
</tr>
<tr>
<td>Eagle Island State Park</td>
<td>Ada County</td>
<td>Swimming, fishing, horseback riding, hiking</td>
<td>30 miles</td>
<td>Yes, Fees depending on services</td>
</tr>
<tr>
<td>Indian Creek</td>
<td>Canyon County</td>
<td>Fishing</td>
<td>Varies</td>
<td>Yes</td>
</tr>
<tr>
<td>Jubilee Park (Pickles Butte)</td>
<td>Canyon County</td>
<td>Bicycling, hiking, motorcycling, parasailing, target shooting</td>
<td>10 miles</td>
<td>Yes</td>
</tr>
<tr>
<td>Lake Lowell</td>
<td>Canyon County</td>
<td>Boating, hiking, photography, fishing, water sports</td>
<td>1 mile</td>
<td>Yes</td>
</tr>
<tr>
<td>Payette River</td>
<td>Boise County</td>
<td>Whitewater rafting, kayaking, camping and fishing</td>
<td>50 miles</td>
<td>Yes</td>
</tr>
<tr>
<td>Rivers, Creeks and Ponds</td>
<td>Canyon, Ada, Boise, Owyhee, Payette and other Counties.</td>
<td>Fishing, camping, hunting</td>
<td>Varies</td>
<td>Public and private areas, fishing and hunting license needed</td>
</tr>
<tr>
<td>Wilson Ponds</td>
<td>Canyon County</td>
<td>Fishing, Walking Trails</td>
<td>.5 miles</td>
<td>Public – Fish and Game</td>
</tr>
</tbody>
</table>

Sources: Nampa Parks and Recreation Department and the Nampa Parks and Recreation Plan 2001
9.5 Nampa School District #131 and Vallivue School District #139
School districts located in Nampa offer some recreational facilities for school and sport-related activities associated with the mission of the City Parks and Recreation Department. Activities such as youth basketball, adult volleyball and adult basketball are held at school gymnasiums. The City also utilizes school district greenspace for outdoor activities when space is available, and the space meets the needs of the activity. School district property use is limited due to school districts having their own demands and implementing restrictions for allowing communitywide use during school hours.

9.6 Park Classifications
Parks are classified in many ways and each has a different function and desired size for its intended use. The descriptions below are useful in determining the types of parks or outdoor activities in the park system. They are not definitive classifications.

9.6.1 Mini-Park: A mini-park is the smallest park classification and is used to address limited or isolated recreational needs. Examples include picnic areas, small green spaces, and sitting areas.

9.6.2 Neighborhood Park: Neighborhood parks serve as the recreational and social focus of the neighborhood. They are developed for both active and passive recreation activities geared specifically for those living within proximity. Accommodating a wide variety of age groups, including children, adults, the elderly and special populations.

9.6.3 Vicinity Park: Vicinity parks are larger in size and serve a broader purpose than neighborhood parks. The focus is on meeting recreational needs of several neighborhoods or one geographic section of the community, as well as preserving unique landscapes and open spaces. They allow for group activities and other recreational opportunities not feasible nor perhaps desirable at the neighborhood level. They should be developed for both passive and active activities.

9.6.4 Community/Regional Parks: Consolidate heavily programmed athletic fields, public events and associated facilities at larger and fewer sites strategically located throughout the community. Sports complexes should be developed to accommodate the specific needs of user groups and athletic associations based on demands and program offerings. They are usually about 40 acres in size or larger and strategically located as a community-wide facility.

9.6.5 Special Use Park: This classification covers a broad range of parks and recreation facilities oriented toward a single purpose. Examples of a Special Use Park may include sports stadiums, dog parks, basketball courts or other types of similar uses.

9.6.6 Natural Resource Areas: Natural resource areas are lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering.

9.6.7 Fitness Trail: Fitness Trails emphasize a strong relationship with the natural environment and encourage activity, wellness and health benefits. A Fitness Trail provides a loop for walking but are not intended to connect neighborhoods or move pedestrians to destination sites.
9.6.8 Shared Use Pathways: Shared use pathways focus on recreational value and the ability for pedestrians and bicyclists to reach a destination site and largely avoid vehicular traffic. Users should feel a sense of safety during use. The landscape adjacent to the pathways may be developed to a park like setting or be left in a natural setting absent of irrigated turf grass.

9.6.9 Bikeways/Side Paths: Bikeways represent on-road facilities designated to move bicycle traffic. Bikeways can be separated into bicycle boulevards, shared roadways, on-street bike lanes, buffered bike lanes, separated bikeways, and shared use paths or side paths. They represent varied degrees of physical separation from vehicular traffic dependent upon the roadway’s classification, traffic volumes and vehicle speed. Side Paths are a shared use path, often a widened sidewalk, that run adjacent to a street or roadway. They offer pedestrians and bicyclists physical separation from vehicle traffic and allow users to ride with, and/or against, the normal flow of traffic.

9.7 Park Planning, Development and Maintenance

The park system is one of the most visible elements of City government. The development and care of parks is an indicator to the pride City leaders have for their community. Parks and recreation opportunities play a vital role in the quality of life for the citizens of Nampa. It is important that the Nampa park system provide the basic active and passive recreational opportunities within the City.

9.7.1 Park Planning and Development Overview

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.

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.

9.7.3 New Parks Master Plan

The City completed a Parks Master Plan in 2001. The City of Nampa has changed dramatically since that time and needs a new plan that addresses current future needs for the next 20 years. The new Parks Master Plan should include:

- an inventory of existing recreational sites, facilities, parks, greenways, cemeteries and parks administration areas.
• an asset inventory that includes park elements such as play equipment, benches, shade structures, parking lots, drinking fountains, etc.

• a financial plan that includes:
  o budget policies and priorities
  o operating budget - current and forecasted
  o a capital improvement budget
  o an asset preservation plan
  o staffing plan
  o equipment replacement and future needs plan
  o maintenance financial plan
  o land acquisition and development plan
  o recreation center financial plan

• policies regarding park development standards
• policies regarding park service levels – current and future
• policies regarding the acquisition of vacant land with park development potential
• a parks and recreation programming plan
• a ‘Gateways’ plan (see 9.8.3.3 below)
• Recreation Center operations plan
• Evaluation of need for aquatic facilities
• staff training and certification program
• policies regarding open space preservation (see 9.10.3.1 below)

A new master plan will help identify strengths and weaknesses in the parks system. It should highlight the following:

• Identifying and prioritizing citizen needs
• Evaluating how parks effect tourism and the economy
• Trends in parks and recreation
• The effects of parks on community health
• Needs for revitalization of older parks due to age and changing usage
• Staffing levels – current vs need
• Asset preservation strategies (see 9.10.3.2 below)

9.7.3.1 Open Space Preservation Element
The Open Space Preservation Element of the Parks Master Plan should contain:
• A definition of ‘open space’
• a strategy for prioritizing and protecting key open space lands
• a list of grant funding opportunities or other mechanisms for holding land in preservation

9.7.3.2 Asset Inventory and Preservation Element
The Asset inventory and Preservation Element of the Parks Master Plan should:
• Classify and document existing system assets – including benches, tables
• Determine the value of asset replacement
• Use industry standards for asset life span
• Make recommendations for extending longevity
• Provide budget recommendations for replacement at an A, B or C level of maintenance
9.7.3.3 Gateways Element
- The Gateways Element of the Parks Master Plan should:
  - Identify City Gateways
  - Provide a maintenance plan
  - List strategies for gateway development, signage, etc.
  - Provide budget recommendations for gateway maintenance and development

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 proud to call home
- Health – Improve human and environmental health

9.7.5 Land Acquisition
9.7.5.1 Current Acquisitions
The City of Nampa owns three properties that are currently being planned for or is in some form of park development. The first property is a 52-acre parcel located in west Nampa near midway Road and Smith Avenue. The second property is a 30-acre parcel located in north Nampa near Cherry Lane and Franklin Road. The third property is a 9-acre parcel planned as a dog park located west of Middleton Road on Smith Avenue. Funding to develop each property will come from impact fees, as illustrated in the 2018 Impact Fee and Capital Improvement Plan.

9.7.5.2 Future Acquisitions
The Parks and Recreation Department is recommending the City acquire a large 40-acre+ parcel for a multi-use regional park with a field sports and soccer emphasis. It is recommended that the park be in east Nampa due to the lack of amenities in this area. The Department is also looking for parkland for passive use in this area as well.

9.7.5.3 Pathways and Trail Acquisition
The City continues to acquire land for pedestrian pathways. Developers are required to deed land to the City in areas where future pathways have been identified in the Pedestrian and Bicycle Master Plan. The City is currently designing and developing several pathway extensions. The funding for pathway improvements are mostly provided by grants that fund initiatives for alternative transportation methods.

9.7.5.4 Destination Parks/Subdivision Common Areas
The City has placed a focus on developing destination parks. As subdivisions are established, Nampa should require the establishment of large usable common areas that are maintained by the HOA for that subdivision, but available to the public.

Chapter Nine Objectives and Strategies

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 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.

= Key Strategies

Chapter Nine 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>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, Planning and Zoning</td>
<td>Staff Time</td>
<td>Infrastructure</td>
</tr>
</tbody>
</table>
CHAPTER TEN
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.

10.1 School Districts
The City of Nampa is served by Nampa School District #131 and parts of the Vallivue School District #139. Small portions of the Kuna School District #3 and Meridian School District #2 boundaries stretch into Nampa City limits and Nampa Area of Impact. There are no Kuna or Meridian School District structures within these boundaries.

10.2 School Facility Planning and Development
Historically, planning new school sites were coordination between school districts and the City of Nampa. However, in anticipation of rapid growth, schools have recently been developed in areas that may not have had services readily available and that required long walking distances.

The State of Idaho legislature has asked cities and school districts to work together in the planning stages of development to create efficiencies and reduce costs. Nampa’s Planning and Zoning Department notifies the Nampa and Vallivue School Districts of residential subdivision development when a preliminary plat is submitted by the developer.

The City recognizes a need for additional coordination of school campus development with developers, public school districts, private schools, charter schools and institutions of higher learning well in advance of school campus site selection.

10.2.1 Minimum school ground acreage standards
Elementary Schools - 15 acres
Middle Schools - 30 acres
High Schools - 60 acres

Chapter Ten Highlights...

Highest Educational Attainment (2017):
- Age 25+ 53,183 100%
- K-8th 3,266 6%
- 9-12th 4,274 8%
- 12th grad 16,862 32%
- Some college 14,675 28%
- Associates 4,371 8%
- Bachelor’s 6,854 13%
- Graduate 2,881 5%

District Attendance:
- Nampa preK-12 14,000+
- Vallivue 8,500+

High Density Housing planned near Northwest Nazarene University (NNU)
10.3 Educational Attainment
Exhibit 10-2 utilizes the American Factfinder Survey for 2017, Nampa City, Idaho to demonstrate the breakdown of educational attainment for individuals from age 25 years and older.

Exhibit 10-1: 2010 City of Nampa Educational Attainment (Population 25 and Older)

<table>
<thead>
<tr>
<th>Attainment Level</th>
<th>Number of Persons</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age 25+ Population</td>
<td>53,183</td>
<td>100%</td>
</tr>
<tr>
<td>Grade K - 8</td>
<td>3,266</td>
<td>6.1%</td>
</tr>
<tr>
<td>Grade 9 - 12</td>
<td>4,274</td>
<td>8%</td>
</tr>
<tr>
<td>High School Graduate</td>
<td>16,862</td>
<td>31.7%</td>
</tr>
<tr>
<td>Some College, No Degree</td>
<td>14,675</td>
<td>27.6%</td>
</tr>
<tr>
<td>Associates Degree</td>
<td>4,371</td>
<td>8.2%</td>
</tr>
<tr>
<td>Bachelor's Degree</td>
<td>6,854</td>
<td>12.9%</td>
</tr>
<tr>
<td>Graduate Degree</td>
<td>2,881</td>
<td>5.4%</td>
</tr>
</tbody>
</table>

[https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF]

10.4 Nampa School District #131
The Nampa School District’s mission is to ensure high levels of achievement for every student.

10.4.1 Nampa School District’s Strategic Vision
Research on school improvement identifies five key strategies to significantly improve student learning:

- Every student, regardless of personal circumstances, neighborhood, school or classroom, will have the opportunity and support to master essential content through a well-articulated and faithfully delivered instructional program that is focused on standards.
- Every student, every day, in every classroom and program will be engaged in learning experiences that are challenging, research-based, and frequently monitored by measures of student growth.
- Teachers and other staff work together in professional learning communities to develop opportunities and assessments for learning, analyze student work, and plan together in ways that ensure improved student outcomes.
- Climate, culture, and community and family connections provide a positive, aspirational, and supportive environment for student success. Effectiveness is measure by the success of each and every student. We do not accept student failure, regardless of student background or circumstance. All students will have access to supports and the opportunity to succeed.
- Leadership is aligned with characteristics of high achieving schools and districts and results in significant improvement in student outcomes and staff effectiveness.

10.4.2 School District Facts

10.4.2.1 Students
- 14,168 - pre-K through 12th grade
10.4.2.2 Demographics

- 65% White
- 29% Hispanic
- 6% Other (Native American, Black, Asian, etc.)
- 63% Qualify for free or reduced-price lunch
- 1,869 English Language Learners
- 1,706 Qualify for special education
- 393 Qualify as homeless
- 278 Qualify as migrant

10.4.2.3 School Facilities/Programs

- 2.4 million square feet of space
- 612 acres owned by the district
- 13,114 meals on average served daily in the district
- 14 elementary schools (including a dual language magnet school)
- 4 middle schools
- 3 high schools, each with high quality career technical programs
- 2 innovation high schools
- 1 career technical school
- 3 special education programs - Nampa Early Childhood Center, Gateways, PREP
- 3 district-authorized charter schools:
  - Idaho Arts Charter
  - Gem Prep Academy
  - Pathways in Education

10.4.2.4 Employees

- 887 certified staff
- 51 administrators
- 612 classified staff
- 265 substitutes

10.4.2.5 Contracted Staff

- Contracts with Brown Bus Co. for busing; ABM for custodial services; Nampa Police Department for school resource officers; and with companies such as Chatterbox for speech language services

Exhibit 10-2: 2000-2010 Nampa School District #131 Student Enrollment by Grade

<table>
<thead>
<tr>
<th>Grade</th>
<th>2010</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preschool</td>
<td>134</td>
<td>234</td>
</tr>
<tr>
<td>Kindergarten</td>
<td>1,262</td>
<td>1,081</td>
</tr>
<tr>
<td>First</td>
<td>1,264</td>
<td>1,006</td>
</tr>
<tr>
<td>Second</td>
<td>1,166</td>
<td>1,048</td>
</tr>
<tr>
<td>Third</td>
<td>1,213</td>
<td>1,028</td>
</tr>
<tr>
<td>Fourth</td>
<td>1,196</td>
<td>1,039</td>
</tr>
</tbody>
</table>

1 Nampa School District #131
<table>
<thead>
<tr>
<th>Grade</th>
<th>2010</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fifth</td>
<td>1,192</td>
<td>1,083</td>
</tr>
<tr>
<td>Sixth</td>
<td>1,203</td>
<td>1,043</td>
</tr>
<tr>
<td>Seventh</td>
<td>1,182</td>
<td>1,092</td>
</tr>
<tr>
<td>Eighth</td>
<td>1,109</td>
<td>1,135</td>
</tr>
<tr>
<td>Ninth</td>
<td>1,122</td>
<td>1,212</td>
</tr>
<tr>
<td>Tenth</td>
<td>1,038</td>
<td>1,141</td>
</tr>
<tr>
<td>Eleventh</td>
<td>897</td>
<td>1,016</td>
</tr>
<tr>
<td>Twelfth</td>
<td>882</td>
<td>1,001</td>
</tr>
</tbody>
</table>

Source: Nampa School District #131

10.4.3 Nampa School District Facilities

10.4.3.1 Nampa School District Elementary Schools
Central Elementary School was constructed in 1926 and is the oldest elementary school in the district.

List of Nampa School District Elementary Schools:
- **Nampa Early Childhood Center, Preschool** 1701 Discovery Pl.
- **Centennial Elementary** 522 Mason Ln.
- **Central Elementary** 1415 5th St.
- **Endeavor Elementary** 2824 E. Victory Rd.
- **Franklin D. Roosevelt Elementary** 1901 W. Roosevelt Ave.
- **Greenhurst Elementary** 1701 Discovery Pl.
- **Iowa Elementary** 626 W. Iowa Ave.
- **Lake Ridge Elementary** 615 Burke Ln.
- **New Horizons Dual Language Magnet School** 5226 Southside Blvd.
- **Owyhee Elementary** 2300 W. Iowa Ave.
- **Park Ridge Elementary** 3313 Parkridge Dr.
- **Ronald Reagan Elementary** 3400 Southside Blvd.
- **Sherman Elementary** 1521 E. Sherman Ave.
- **Snake River Elementary** 500 Stampede Dr.
- **Willow Creek Elementary** 198 N. Elementary Ln.

10.4.3.2 Nampa School District Middle Schools
South and West middle schools were originally constructed in 1971. Additional square footage for classrooms has been added since that time.

List of Nampa School District Middle Schools:
- **East Valley Middle School** 4085 E. Greenhurst Rd.
- **Lone Star Middle School** 11055 Lone Star Rd.
- **South Middle School** 229 W. Greenhurst Rd.
- **West Middle School** 28 S. Midland Blvd.

10.4.3.3 Nampa School District High Schools
Nampa Senior High was constructed in 1956. It originally contained 33,000 square feet. However, in response to increased student enrollment, it has been expanded to its current size of more than 236,000 square feet.

List of Nampa School District High Schools
Nampa School District #131 owns property on Lone Star, west of Midway (future elementary school) and on the corner of Roosevelt and Midway (future high school). There is also a site near Robinson and Airport (future middle and elementary schools).²

10.5 Vallivue School District # 139

10.5.1 School District Facts

10.5.1.1 Population
9,569 Students (Pre-K – 12th Grade)
480 teachers
21:1 Teacher: student ratio (avg.)

10.5.1.2 Demographic Analysis

<table>
<thead>
<tr>
<th></th>
<th>2017-2018</th>
<th>2019-2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>51%</td>
<td>52%</td>
</tr>
<tr>
<td>Female</td>
<td>49%</td>
<td>48%</td>
</tr>
<tr>
<td>White</td>
<td>63%</td>
<td>56%</td>
</tr>
<tr>
<td>Black/African American</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Asian</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Native American</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Hispanic/Latino</td>
<td>34%</td>
<td>39%</td>
</tr>
<tr>
<td>Free/Reduced Lunch Prog.</td>
<td>56%</td>
<td>54%</td>
</tr>
<tr>
<td>IEP Students</td>
<td>11%</td>
<td>12%</td>
</tr>
</tbody>
</table>

Exhibit 10-3: 2000-2010 Vallivue School District #139 Student Enrollment by Grade

<table>
<thead>
<tr>
<th>Grade</th>
<th>2010</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preschool*</td>
<td>50</td>
<td>90</td>
</tr>
<tr>
<td>Kindergarten*</td>
<td>625</td>
<td>753</td>
</tr>
<tr>
<td>First</td>
<td>605</td>
<td>644</td>
</tr>
<tr>
<td>Second</td>
<td>630</td>
<td>662</td>
</tr>
<tr>
<td>Third</td>
<td>570</td>
<td>715</td>
</tr>
<tr>
<td>Fourth</td>
<td>550</td>
<td>717</td>
</tr>
<tr>
<td>Fifth</td>
<td>575</td>
<td>722</td>
</tr>
<tr>
<td>Sixth</td>
<td>536</td>
<td>800</td>
</tr>
<tr>
<td>Seventh</td>
<td>480</td>
<td>812</td>
</tr>
<tr>
<td>Eighth</td>
<td>480</td>
<td>738</td>
</tr>
</tbody>
</table>

² Nampa School District #131
10.5.2 Vision and Goals for Vallivue School District (2019-20)

**Mission:** To prepare each individual for success now and in the future through the most positive, effective, and economical education.

**Vision:** Develop a collaborative system of K-12 schools committed to graduating all students with the necessary skills to successfully complete college or career & technical training.

**Goals:**
- A clear and shared focus on District priorities
- High standards and expectations for all students
- Effective school leadership
- Curriculum, instruction, and assessments aligned with college readiness standards
- High levels of family and community involvement
- High levels of fiscal responsibility
- Every student, parent and staff member feel safe in Vallivue schools

10.5.3 Vallivue School District History

Vallivue School District # 139 had its early beginnings as thirteen rural schoolhouses scattered throughout the countryside of Canyon County. The various schools housed students from kindergarten through eighth grade and each building was independently administered by a local school board. These local boards joined together as one district in 1961 and Vallivue Junior-Senior High School opened in the fall of 1963. Vallivue School District # 139 covers 143 square miles, bordering Middleton School District to the north, and Nampa and Meridian School Districts to the east.

10.5.4 Vallivue School District School Site Planning and Development Policies

A new school should be:
- close to City sewer and water
- on a collector and not on arterial highways and local streets, if possible
- on a residential zoning district and not located within commercial, industrial or institutional zoning districts, if possible

10.5.6 Vallivue School Facilities Location

List of schools:
- **Birch Elementary School** 6900 Birch Lane
- **Central Canyon Elementary School** 16437 Florida Ave., Caldwell
- **Desert Springs Elementary School** 18178 Santa Ana Ave.
- **East Canyon Elementary School** 18408 Northside Blvd.
- **Lakeview Elementary School** 12843 Cirrus Drive

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3 Vallivue School District #139 (updated Nov. 4, 2019 by Vallivue SD)
10.6 Nampa Chartered or Private Schools
There are nine chartered or private schools in Nampa as describe in Exhibit 10-9 and Exhibit 10-10.

4 Source: Vallivue School District #139, June 2011, added numbers are portables*, Desert Springs Elementary and Sage Valley Middle Schools are on the same property. ** (updated Nov. 4, 2019 by Vallivue SD)
Exhibit 10-5: 2010 - City of Nampa Private Schools

<table>
<thead>
<tr>
<th>School</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hope House Inc. - Christian Academy</td>
<td>11461 Lone Star Road</td>
</tr>
<tr>
<td>Nampa Christian Elementary</td>
<td>439 West Orchard Avenue</td>
</tr>
<tr>
<td>Nampa Christian Middle School &amp; High School</td>
<td>11920 West Flamingo</td>
</tr>
<tr>
<td>Northwest Children’s Home Education Center</td>
<td>504 East Florida Avenue</td>
</tr>
<tr>
<td>Saint Paul’s School</td>
<td>1515 8th Street South</td>
</tr>
<tr>
<td>Zion Lutheran School</td>
<td>1012 12th Avenue Road South</td>
</tr>
</tbody>
</table>

Exhibit 10-6: 2010 - City of Nampa Charter Schools

<table>
<thead>
<tr>
<th>School</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Idaho Arts Charter School</td>
<td>1220 5th St N.</td>
</tr>
<tr>
<td>Victory Charter School</td>
<td>9779 Kris Jensen Lane</td>
</tr>
<tr>
<td>Liberty Charter School</td>
<td>9955 Kris Jensen Lane</td>
</tr>
<tr>
<td>Legacy Charter School</td>
<td>4015 S. Legacy Way</td>
</tr>
</tbody>
</table>

10.7 School Transportation

10.7.1 Safe Routes to School
The City of Nampa Bicycle and Pedestrian Master Plan identifies Safe Routes to Schools projects.

10.7.2 Pedestrian and Bicycle Accessibility
Current law requires a school district to complete an analysis of pedestrian and bicycle accessibility to a school before it is approved for construction. The City coordinates with the School District to ensure that the District proposals meet engineering requirements.

10.7.3 Bussing
Brown Bus Company provides school bus transportation for the Nampa and Vallivue School Districts (see www.brownbuscompany.com). The location of proposed bus stops is a continued concern of the school district and its patrons. Nampa requires school bus stop locations to be reviewed and approved as part of the subdivision review process. School bus stops are not to be hidden by landscaping and should be illuminated.

10.8 Institutions of Higher Learning
Nampa is home to two Institutions of Higher Learning: Northwest Nazarene University (NNU) and a College of Western Idaho (CWI).

10.8.1 Northwest Nazarene University (NNU)
Northwest Nazarene University (NNU) is a comprehensive Christian University of the liberal arts, professional, and graduate studies. NNU offers over 60 areas of study, Master's degree programs in 9 disciplines, Doctoral degrees in Education, a Nurse Practitioner program, accelerated degree offerings, concurrent credit (dual credit) for high school students, and a wide variety of continuing education and professional development courses. In addition to classes offered on its 88-acre campus located in Nampa, Idaho, NNU serves students from 31 states and 14 foreign countries via online education. In total, NNU serves in excess of 8,000 students annually through its robust program offerings and delivery modalities. NNU is a fully accredited undergraduate...
and graduate institution of higher-Ed. U.S. News and World Report and the Princeton Review consistently rank NNU as one of the top universities in the West.

10.8.2 College of Western Idaho (CWI)
The College of Western Idaho (CWI) is a public, comprehensive community college. It offers undergraduate, professional/technical, fast-track training, adult basic education, and community education. Students have an abundance of options offering over 100 credit programs, and hundreds of non-credit courses. Students can develop career skills or prepare for further study at a 4-year college or university. CWI is critical to fueling southwest Idaho’s economy by providing a trained workforce to meet the needs of business and industry.

10.8.3 Other Institutes of Higher Learning
The Boise Metro Area is served by Boise State University, the University of Idaho, Idaho State University, College of Idaho, University of Phoenix, George Fox University, Boise Bible College, Carrington College, Milan Institute (including Nampa campus), Concordia Law School, Idaho College of Osteopathic Medicine and a satellite campus of Oregon’s Treasure Valley Community College.

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

= Key Strategies
## Chapter Ten 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>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>
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.

A ‘Current Historic Context Statement’ will be included in a Historic Preservation Plan that will be produced starting in 2020.

11.0.1 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.
11.1 Historical Background
In 1883, the landscape of what was to become Canyon County was changed forever, when the Oregon Short Line Railway (a subsidiary of the Union Pacific) was constructed from Granger, Wyoming to Huntington, Oregon. The sagebrush-covered ground was cleared and leveled so tracks could be laid, providing an opportunity for safer travel to the emigrants of the east. Several towns, including Nampa, sprung up about every 10 to 15 miles along the tracks.

11.1.1 Land & Improvement Company
Alexander and Hannah Duffes, with the encouragement of James McGee, saw the possibilities in the land east of Caldwell, and in 1885, homesteaded on 160 acres with the express purpose of creating a Town. The next year, Duffes and McGee formed the Nampa Land and Improvement Company, dividing the property into lots. Duffes was a religious man and dreamed of a Town with no saloon. He refused to sell Town lots to anyone who intended to build a saloon on them. This caused people to refer to the Town of Nampa as “New Jerusalem”. It is interesting to note that “The Nampa Progress”, Nampa’s first newspaper, lists in June 1888, that there were 28 businesses in Nampa, of which three were saloons. Ironically, twenty-one years later, the Duffes home was moved and a brewery built in its place.

11.1.2 Boise
Boise had been bypassed by the Oregon Short Line as they built west, but in 1887, the Idaho Central Railway was built, connecting Boise with the main line of the Oregon Short Line at Nampa. A wood frame structure was built in from King Hill to serve as a passenger depot in Nampa.

11.1.3 Development
The promise of irrigation brought many emigrants to homestead in the land surrounding Nampa. During the season of 1890, the Phyllis Canal brought irrigation water to Nampa and surrounding areas, and in 1891, the extension of the Ridenbaugh Canal was completed. With the completion of these canals, an estimated 150,000 to 300,000 acres of prime farmland adjacent to Nampa could be cleared of sagebrush and put under cultivation. April 17, 1891, a municipal government was formed, and the Town of Nampa incorporated.

11.1.4 Nampa Builds
By 1900 the Town of Nampa had a population of about 800. Water was an essential commodity in this sagebrush desert. In 1909, the Bureau of Reclamation brought a water storage site to Canyon County farmers. The Deer Flat Reservoir would bring water to approximately 2,900 farms by 1910. It continues to serve Canyon County farmers today.

11.1.5 Railroad
Colonel W. H. Dewey, a promoter and wealthy mining man from Silver City, became interested in Nampa. He built a railroad line, the Boise, Nampa, and Owyhee Railroad, from Nampa to Murphy, Idaho, and promoted another railroad which was built from Nampa to Emmett and eventually to Lakeport (McCall). With Nampa now a junction for four railroads, an elegant hotel was needed. Colonel Dewey built the Dewey Palace Hotel, which when completed in 1902, was acclaimed as one of the finest in the West.

By 1900, ten passenger trains a day were coming through Nampa. Nampa needed a larger train station. In September 1903, a new passenger station was completed. This same train station is now the Canyon County Historical Society and Museum. This building is an outstanding example of Baroque revival architecture and now houses the Canyon County Historical Museum.
Numerous other historic buildings and homes can be found in the downtown and older residential areas as well. Nampa citizens were able to travel the surrounding communities by an electric interurban railroad beginning in 1909 until 1928 when the popularity of travel by car put the interurban out of business. In 1925, the Union Pacific built a new passenger depot on the north side of the tracks. In 1971, passenger service was discontinued by Union Pacific; however, Amtrak took over the nation’s passenger service in May of 1971, but was discontinued in Idaho in 1997 due to a lack of funding and use.

The development of the large Pacific Fruit Express ice plant led to the construction of a major refrigeration shop in 1926. The PFE Shops also built and repaired railroad cars. The Pacific Fruit Express shops refrigeration units in Nampa were closed in 1982, and by 1988, the former PFE buildings were used only for repairs on grain trains.

11.1.6 Downtown Fire
Nampa continued to grow and build but had to rebuild a large part of the downtown after a devastating fire July 3, 1909. The entire downtown block between 12th and 13th Avenues and 1st and Front Streets, was destroyed when a firecracker exploded in a wood frame cigar store.

11.1.7 The Later Years
In 1942, the agricultural industry gained increased importance in Nampa with the construction of a large new sugar factory. The Amalgamated Sugar Factory is still in operation today.

11.1.8 Main Street America
In 1946, Nampa was named “Main Street America”. In a campaign known as “Know Your Own Strength” sponsored by Pathfinder Magazine and Nampa Chamber of Commerce, Nampa set out to prove that it had the buying power and retail base to keep sales local. In one year, Nampa ’s main street retailers increased their sales 121%.
11.1.9 Businesses & Industries
Many businesses and industries have come and gone throughout the years. Two of the original industries in Nampa continue to serve the community. Nampa is still an important part of the Union Pacific main line operations and will most likely continue to be significant to Nampa and the surrounding area in the future. Agriculture has been and remains a key element in the economy of Nampa and Canyon County.

11.2 Archaeology
No archaeological sites have been identified in the City; however, sites have been found within proximity to Nampa. Celebration Park was established as Idaho’s only archaeological park in 1989. A walk through the huge basalt melon gravels deposited by the Bonneville flood reveals petroglyphs 100 to 12,000 years old. It is located south of Nampa near the town of Melba, Idaho. Other findings have been discovered in many other locations along the Snake River.

11.3 Ecology
11.3.1 Lakeview (Lake Ethel) Park
Lake Ethel - an irrigation reservoir - had long been the site of community picnics, and many citizens fished, swam, boated and even hunted on the lake and its surrounding property. The hunting did not last for long; however, as O.F. Persons, owner of the adjoining homestead, took offense when local hunters started shooting his pet ducks.

The City later auctioned off the lake. E.H. Dewey (a former Nampa mayor) was the only bidder. But occasional flooding led to a series of lawsuits from neighbors. Dewey eventually drained Lake Ethel. Not long after, the City Council became interested in buying back the Fritz Miller property as well as the Dewey home. Nampa citizens wanted another park. On August 7, 1924, the City Council passed an ordinance to purchase the Miller property and name it Lakeview Park. Lakeview Park is Nampa’s largest park and is host to many community celebrations are held there.

11.3.2 Lake Lowell
Reflecting the scenic beauty of nature, Lake Lowell is one of Nampa’s best natural resources. In 1909, President Theodore Roosevelt established the Lake Lowell/Deer Flat National Wildlife Reserve (DFNWR) on the southern edge of the Nampa Area of Impact. The site offers bird watching, bird hunting, fishing, hiking, horseback riding, photography, and other viewing opportunities. Managed by the United States Fish and Wildlife Service (USFWS) and Bureau of Reclamation (BOR). The site includes a visitor and education center, trails, and areas for water recreation. The refuge is an excellent site for environmental education, as thousands of migratory birds visit the lake. The 11,000-acre area is a major wintering area for birds of the Pacific Flyway, with up to one-half million ducks and geese gather at the refuge in the fall. The refuge's bird list includes 180 species. The reservoir was named Lake Lowell in 1948, to honor the memory of J.H. Lowell, who had been so influential in getting the reclamation project started (See Natural Resources, Chapter 13 for more information).

11.3.3 Deer Flat National Wildlife Refuge (DFNWR)
Deer Flat National Wildlife Refuge, like Lake Lowell, is not within the City Limits, but it has a tremendous impact to the interests of residents of the City of Nampa. Established in 1909, the Deer Flat National Wildlife Refuge (DFNWR) is managed by the United States Fish and Wildlife Service (USFWS) and Bureau of

1Source: Canyon County Historical Society (https://www.cityofnampa.us/328/History-of-Nampa)
Reclamation (BOR). Wildlife is abundant at the site. (See Natural Resources, Chapter 13 for more information).

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 2009.²

11.4 Historic Architectural Sites
11.4.1 The Idaho State School and Hospital (ISSH)
ISSH was built northwest of Nampa in 1910, for the State’s developmentally challenged. Opened in 1918, the ISSH was largely self-sufficient, with a large farm with various structures staffed by the residents. The institution has been modernized and remains in operation, except for the farm, which is now leased by the City of Nampa for the operation of the Centennial and Ridgecrest golf courses.

Additional information about historic sites will be included in the Historic Preservation Plan that will be produced by the Economic Development Department in 2020.

11.5 Historic Neighborhoods and Districts
The City of Nampa has identified four historic neighborhoods/districts: North Nampa District, City Center, University District, and Old Nampa Neighborhood District (listed in detail below). The first three Districts have completed Specific Area Plans and are hereby incorporated by reference to this Comprehensive Plan. These plans can be located on the City of Nampa website¹ and should guide future development in the following areas. The Old Nampa Neighborhood District does not have a completed Specific Plan Area overlay. The “Old Nampa Neighborhood Association Neighborhood District – Neighborhood Plan” was developed by the District and provides guidance for the uses and development of this area. The City should look to incorporate other neighborhood/district preservation plans into the Comprehensive Plan as they develop.

² SOURCE: Snake River Canyon Scenic Byway (http://snakerivercanyonscenicbyway.org/)
³ https://www.cityofnampa.us/435/Plans
11.5.1 North Nampa District
The North Nampa District was home to Nampa’s cofounders Duffes and McGee and is a community of contrasting land uses. The District includes businesses, farms, canals and an upscale residential neighborhood in a beautiful park setting. Early 1900’s development south of the tracks, such as the Crescent Brewery, and later the ice plant for Pacific Fruit Express (PFE) drove business to the north towards Lake Ethel (now Lakeview Park). The introduction of the inter-urban streetcar directed growth northward as well. Nampa’s first educational facility in the area was a 4-room structure known as Lakeview School. In April 2009, the Nampa City Council appended the “North Nampa Revitalization Strategy” to the Comprehensive Plan as the Specific Area Plan for the North Nampa District.

11.5.2 City Center District
The City Center District stands as a monument to Nampa’s rich cultural and economic heritage. As the historical center of Nampa, the downtown contains several historic buildings worthy of preservation and continued use. The historical center encompasses the area north of the railroad tracks and Third Street South, bordered by 16th Avenue South and Nampa Boulevard. In April 2009, the Nampa City Council appended the “Central Nampa Revitalization Blueprint” to the Comprehensive Plan as the Specific Area Plan for the City Center District.

11.5.3 University District
Northwest Nazarene University (NNU) was first established as The College-Samaritan Hospital. In 1913 the first 2 yr. degree was offered. Since that time, Northwest Nazarene University (NNU) has contributed to the economic, intellectual, and spiritual life of Nampa. The District is a mix of residential, commercial, civic, and educational development located around Northwest Nazarene University, although it is commonly perceived as a primarily older residential area. The population of the District generally reflects Nampa’s citywide demographics, with exception to a higher percentage of college-aged and elderly residents and a significantly lower median income. In April 2009, the Nampa City Council appended the “University District Neighborhood Plan” to the Comprehensive Plan as the Specific Area Plan for the University District.

11.5.4 The Old Nampa Neighborhood
The City of Nampa’s original townsite and some of Nampa’s historical neighborhoods reside in the Old Nampa Neighborhood. The neighborhood contains a mixture of multi-family units, commercial uses, and many examples of early twentieth century craftsman, bungalow and Victorian-style residential architecture. At the end of the World War I, mass-produced homes and barns were introduced into this neighborhood. Sears Roebuck, Pacific Ready Cut, Gordon Van Tine, Aladdin, Lewis Homes, Harris Brothers, Sterling Homes and other companies produced and sold home kits that could be shipped via boxcar on the railroad. Railroad workers were permitted to import these kits without having to pay for shipping costs. Many of these ‘kit homes’ still exist today (See ‘Exhibit 11-3: Kit Homes of the Early 20th Century’ below).

The “Old Nampa Neighborhood Association Neighborhood District – Neighborhood Plan” was
developed by the residents of the neighborhood, but in recent years the Association has become inactive and the Neighborhood Plan has not been utilized.

The City should look to incorporate other neighborhood/district preservation plans as they develop in response to growth and other development pressures.

Exhibit 11-1: Kit Homes of the Early 20th Century

Sears Roebuck Kit Homes from 1908–1940

“In the early 1900s, many future homeowners purchased kit homes from mail order catalogs. Shipped by (rail), each kit contained thousands of house pieces. Framing members were numbered to facilitate construction. Blueprints were drawn with the novice homebuilder in mind, listing each numbered framing member and its precise placement. Kit home manufacturers provided instruction manuals for the builder.

Sears Roebuck promised that “a man of average abilities could assemble a Sears kit home in about 90 days.” No detail was overlooked, as both manual and blueprints instructed homeowner as to the correct spacing of the 750 pounds of nails.

Compared to conventional construction, homeowners saved about 30% by building their own home from a kit. About 50% of the kit homes were built by the homeowner and the balance were professionally built. In 1908, Sears estimated that a contractor would charge $450 to build a Sears home.

Sears kits were made with the finest materials, including cypress for all exterior components (window trim, clapboard, fascia and soffit) and first-growth, top-grade southern yellow pine for framing members. Kitchen and bath floors were solid maple (tongue and groove”).

Sears ‘Argyle’ Model Kit Home in Nampa

11.6 Snake River Stampede

The Snake River Stampede had its humble beginnings as a bucking contest in conjunction with Nampa’s harvest festival in 1908. The bucking contest was added to the harvest festival in 1913. An area was roped off for the contest on the present site of the Nampa Post Office. Spectators watched from behind the ropes, as there were no bleachers. The bucking contest gained in popularity, and other events were added to the show.

By 1937, the rodeo broke away from the harvest festival, changing the date of the show to July. At this time, the rodeo joined the Professional Rodeo Cowboys Association. A new name was chosen. The Snake River Stampede Rodeo is one of the top twelve professional rodeos recognized by the Professional Rodeo Cowboys Association. The rodeo is held for one week in late July every year.

The Arts and Crafts Society ‘Do you Have a Sears Kit Home?’ downloaded October 4, 2019 (http://www.arts-crafts.com/archive/kithome/rt-searskits.shtml)
11.7 Cultural Sites

11.7.1 Hispanic Cultural Center of Idaho
The Hispanic Cultural Center of Idaho is located at 315 Stampede Drive. The Hispanic Cultural Center of Idaho mission is to recognize, celebrate, and preserve Latino arts, heritage, culture and values. Some of the unique services & programs offered at HCCI are a state-of-the-art computer lab, an art gallery, Spanish classes, Small Business Administration (SBA) workshops, and various special events.

11.7.2 Warhawk Air Museum
The Warhawk Air Museum, located at 201 Municipal Drive, mission is to teach and preserve America’s history during times of war from the home front to the war front and aviation history from the advent of flight through the space age. The Warhawk Air Museum encourages an educational experience about the technology, culture, and social changes that have occurred in North America during times of war.

11.7.3 Nampa Train Depot Museum
Nampa Train Depot Museum is at 1200 Front St. The 1903 Baroque Revival-style building, formerly the Oregon Short Line Depot, houses changing exhibits that illustrate Nampa's importance as a railway town. Highlights include Canyon County and Union Pacific Railroad history, model train layouts and a caboose from the 1940s.5

The Canyon County Historical Society was established in 1972 as a group of individuals coming together to save the Nampa Train Depot from demolition by Union Pacific. They have been a community storehouse of local treasures displayed in the Nampa Train Depot Museum since 1976. Having acquired the ‘Our Memories’ museum in Caldwell in 2007, the Historical Society continues to seek out history to protect and share. Canyon County Historical Society is a private, non-profit 501(c)(3) organization 100% staffed by volunteers and enthusiasts.6

11.8 Planning for Historic Preservation
Planning for historic preservation could include exploring methods to incentivize rehabilitation and reuse of historic structures through Zoning Code amendments. This could include outcome-based energy codes, giving Planning and Zoning Commission the ability to waive off-street parking requirements for designated historic structures if doing so will help with the reuse of them, and context sensitive sign codes. The City should continue to work with the Idaho Archaeological Survey at the Idaho State Historic Preservation Office to identify known existing and known potential archaeologically sensitive areas and encourage development that will not negatively impact these areas. Likewise, the City should partner with the Archaeological Society of Idaho to provide public education on archaeology in Nampa. The City should increase incorporation of historic sites into City planning efforts by expanding GIS capabilities of tracking and monitoring historic sites, structures and areas.7

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6 https://canyoncountyhistory.com
7 Peter L’Orange, historic Preservation Planner/CLG Coordinator, Idaho State Historic Preservation Office (comments received by email October 18, 2019)
# Chapter Eleven Objectives and Strategies

## Objectives and Strategies for Improving Historical Preservation

<table>
<thead>
<tr>
<th>Objective 1:</th>
<th>Update and adopt Historic Preservation Plan</th>
</tr>
</thead>
</table>
| 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 incentivise 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 |

= Key Strategies
## Chapter Eleven 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>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>
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<td>2</td>
<td>Avoid “demolition by neglect” of historic buildings</td>
<td>Planning and Zoning</td>
<td>Staff Time</td>
<td>Infrastructure</td>
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<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>
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<td>4</td>
<td>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>
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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.

12.1 Precipitation, Temperatures and Climate
Treasure Valley is favored by a mild, arid climate with distinct seasons. Winds prevail from the northwest during warmer months and from the southeast the remainder of the year. The average growing season lasts approximately 160 days.

12.1.1 Precipitation/Sunshine/Frost
Annual average precipitation is 11.1 inches. Most precipitation occurs during the winter months in the form of rain, although occasional winter storms bring snow and ice that persists from a few hours to a few days then melts. The sun shines 300 days per year. The frost-free season is 140 to 165 days.

12.1.2 Temperatures
Average summer daytime high temperature is 93° F. with a low of 56° F. at night. Average winter temperatures range from a daytime high of 34° F. to a low of 21° to 31° F. at night. Extreme temperatures range from 110 °F as an extreme summer high to -2 °F. as an extreme winter low. Exhibit 12-1 shows the Monthly Climate Summary for the Nampa Area.
### Exhibit 12-1: Monthly Climate Summary
10/1976 - 8/2015 – Amalgamated Sugar Factory

<table>
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<tr>
<th>Month</th>
<th>Average Maximum Temp. (F)</th>
<th>Average Minimum Temp. (F)</th>
<th>Average Total Precip. (in)</th>
<th>Average Snow Fall (in)</th>
<th>Average Snow Depth (in)</th>
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<td>February</td>
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<td>25.5</td>
<td>.98</td>
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<td>37.7</td>
<td>11.1</td>
<td>10.3</td>
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Source: Western Regional Climate Center (https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?id=6305).

### 12.2 Idaho Department of Environmental Quality

The Idaho Department of Environmental Quality (DEQ) is a state department created by the Idaho Environmental Protection and Health Act (Idaho Code Title 39) to ensure clean air, water, and land in the state and protect Idaho citizens from the adverse health impacts of pollution. As a regulatory agency, DEQ enforces various state environmental regulations and administers several federal environmental protection laws including the Clean Air Act, the Clean Water Act, and the Resource Conservation and Recovery Act. DEQ manages a broad range of activities including:

- assessment of environmental problems
- oversight of facilities that generate air, water, and hazardous waste pollution
- monitoring of air and water quality
- cleanup of contaminated sites
- education, outreach, and technical assistance to businesses, local government agencies, and interested citizens

The agency works in partnership with local communities, businesses, and citizens to identify and implement cost-effective environmental solutions.
In Nampa, DEQ works with the City of Nampa Public Works Department to ensure compliance with state and federal regulations.

12.3 Water Quantity and Quality
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.

12.3.2 Nampa-Meridian, Pioneer, and Boise-Kuna Irrigation Districts
The City of Nampa is served by three irrigation districts: Nampa-Meridian, Pioneer, and Boise-Kuna. Nampa-Meridan Irrigation District has the largest service area, while Boise-Kuna Irrigation District has the least. The City of Nampa has a memorandum of understanding (MOU) between the various Districts to provide service.

12.4 Groundwater
The Treasure Valley contains a complex system of shallow, intermediate, and deep aquifers. Shallow aquifers often supply water to rural domestic and some irrigation wells. Municipal, industrial, and some irrigation wells typically draw water from deeper aquifers. Intermediate aquifers, found in the transition from shallow to deep zones, supply water for domestic, irrigation, and municipal uses.

Shallow aquifers present throughout the central portion of the Treasure Valley are often contained in the Snake River Group sediments. Depths of these aquifers are generally less than 250 feet below ground surface. Ground water in shallow aquifers generally originates at ground surface, in the form of precipitation, infiltration from irrigated areas, or infiltration from river and stream channels or canals (see “Aquifer Recharge”). Shallow aquifers can contain very localized flow systems such as from an irrigated field to the nearest drainage ditch or extend tens of miles.

A deeper, regional aquifer system underlies shallower aquifers. The regional system extends throughout the valley, with ground water flowing in a generally westerly direction. Water enters the regional system at the
basin margins or in the easternmost portions of the valley. Some of the tilted sedimentary zones underlying the geologic unconformity represent productive aquifer zones. Coarse-grained sediments overlying the unconformity may act as a manifold distributing water from the east Boise and/or peripheral areas into the underlying aquifer zones.

12.4.1 Aquifer Recharge
“Aquifer recharge” refers to the water that is entering the aquifer system. Recharge to the Treasure Valley aquifers was estimated based on land use. Approximately 50 percent of the Treasure Valley land area is flood or sprinkler irrigated. Seepage from flood irrigation (including canal seepage) accounts for approximately 95 percent of recharge to shallow aquifers. Only a small portion of this water, however, enters deeper aquifers; most of the shallow aquifers discharge into river, canal, or ditch channels.

Infiltration from flood irrigation and canal seepage far exceeds recharge from precipitation or other sources (see “Water balance”). Ground water withdrawals for industrial, rural domestic, municipal, and irrigation uses are much less than the water that returns to ground surface as natural discharge. However, much of the withdrawals occur from deeper aquifer zones, while much of the discharge occurs from shallow aquifers.¹

The City of Nampa relies primarily on groundwater from the Snake River aquifer for its drinking and domestic use water supply. The deep groundwater system occurs within the Glenns Ferry Formation. The terrace gravels and basalts of the Snake River group and upper portions of the Glenns Ferry Formation comprise the shallow system.²

12.5 Stormwater Drainage
The municipal separate storm sewer system operated by the City of Nampa consists of roads and street drainage systems, catch basins, curbs, gutters, ditches, and storm drains used for collecting or conveying storm water. Storm water runoff within the Nampa City limits is discharged to the following waters:

2. https://digitalatlas.cose.isu.edu/hydr/snakervr/wsrptvgw.htm
The City of Nampa is currently implementing a Stormwater Management Plan which describes programs and activities and outlines additional actions that the City of Nampa should take to comply with the federal stormwater regulations (40 Code of Federal Regulations [CFR] 126). The plan addresses six minimum control measures and describes Best Management Practices (BMP’s) that should be implemented during the National Pollutant Discharge Elimination System (NPDES) permit term. It is through the implementation and evaluation of BMPs that the City of Nampa ensures that the objectives of the Phase II storm water component of the NPDES program are met. For more information about the Stormwater Management program – see Chapter 7.9.3.

12.6 Air Quality

Air quality in any given location is based on the concentrations of various pollutants in the atmosphere. In general, air quality is affected by the type and amount of pollutants emitted into the atmosphere, the size and topography of the air basin, as well as meteorological conditions and prevailing climate. Federal standards for criteria air pollutants have been established by the EPA under the Clean Air Act’s National Ambient Air Quality Standards (NAAQS). The pollutants for which ambient concentration limits have been set are the following: tropospheric (lower atmosphere) ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), particulate matter less than 10 microns (PM10), particulate matter less than 2.5 microns (PM2.5) and lead (Pb).

12.6.1 Attainment Area

According to EPA regulations, an area with air quality better than the NAAQS is designated as “an attainment area”, while an area with air quality worse than the NAAQS is classified as a “non-attainment” area. An “unclassifiable” area is one in which insufficient air quality monitoring data has been collected to justify formal classification. Canyon County is considered an attainment area for all National Ambient Air Quality Standards criteria pollutants established Clean Air Act.

12.6.2 Particulate Matter 2.5

Under certain meteorological conditions the air monitoring system in Canyon County has shown levels that exceed the federal standard for PM2.5 (particulate matter less than 2.5 microns in diameter) and for ozone. The high monitored levels of pollutants in winter (PM 2.5) and summer (ozone) can be attributed to temperature inversions. An inversion occurs when denser, cold air settles into the valley with a warmer layer above it. An inversion can stay in place anywhere from a few days to several weeks. The cold air acts like a cap that traps air polluting emissions from vehicles, wood burning, and industry. These pollutants build up under the inversion instead of being “washed-out” with weather systems that move through the area. The inversion will finally break down when a weather system develops to the west and moves through the Valley.
12.6.3 Sources of Air Pollution

12.6.3.1 Vehicle Emissions
Vehicles play a significant role in creating ozone and PM and are the primary source of carbon monoxide in the atmosphere. As the population grows in the Treasure Valley, vehicle emissions will have more of a significant impact on air quality. The City should do all it can now to provide a means to contain and reduce vehicle trips. This can be achieved by zoning practices that provide commercial access via bike and walking near residential areas, improved public transportation systems and an improved non-motorized transportation system.

12.6.3.2 Odors and Fugitive Dust
While Canyon County currently has good air quality, both odors and fugitive dust have been identified as a concern. The DEQ has promulgated policies for determining if odor emissions for facilities under its regulatory jurisdiction are excessive. If a violation is identified, the DEQ requests a written odor management plan from the source. Currently, the Idaho Department of Agriculture has jurisdiction for the control of odors originating from dairies and feedlots.

Exhibit 12-3: Idaho Air Monitoring Network

Source: http://www.deq.idaho.gov/media/60176831/air-monitoring-network-map.jpg
12.7 Agricultural Lands

12.7.1 Agricultural Land Overview
Natural resources associated with agricultural lands include water, wetlands, floodplains, and a wide variety of soil types. The approximate land area of Canyon County is 375,709 acres of which 73.2% is in agriculture. Between 2012 and 2017, Canyon County experienced a reduction in the number of acres in farms (303,836 in 2012 to 274,952 in 2017) and a decrease in the total number of farms (2,331 in 2012 to 2,289 in 2017). Most of the loss of agricultural land is due to urbanization and industrialization. The average value of farmland per acre increased from $5,332 per acre in 2012 to $8,240 per acre in 2017.³

12.7.2 Irrigation Delivery
The Treasure Valley developed and expanded agricultural land use as the irrigation water delivery system developed over the early part of the 20th century. Initially, lands were arable and tillable. After a few years, agricultural lands below benches on the Boise river exceeded water holding capacity and once-fertile agricultural lands became saturated and unable to sustain crops. The Federal Bureau of Reclamation, established in 1902 by President Theodore Roosevelt, built a series of drains to reclaim this farmland and feed other irrigation systems. This system of feeder ditches and drains exists today as the makeup of the current irrigation system in the Nampa Area.⁴

12.7.2.1 Wetlands and Lake Lowell Reservoir
Lake Lowell, originally known as Deer Flat Reservoir, is an off-stream reservoir formed by three earth fill dams enclosing a natural depression southwest of Nampa, Idaho. These three dams are the Upper, Middle (Forest Dam), and Lower Embankments. A fourth embankment called the East (Roadway Dike) is to protect farmsteads on the eastern end of the reservoir when the reservoir is full. The reservoir is filled primarily during the non-irrigation season by diversions at the Boise River Diversion Dam and conveyance through the New York Canal which discharges into the eastern (upper) end of Lake Lowell. Lake Lowell was open in 1909 and is a popular recreation destination. It has the capacity to provide irrigation for approximately 200,000 acres of farmland.⁵

12.7.3 Floodplain Areas
Nampa Impact Area contains seasonal floodplains from Mason Creek, Indian Creek, Fifteenmile Creek and the Boise River. The construction of dams and irrigation canals have mitigated most of the flooding concerns, although these areas are still subject to occasional widespread flood events. Lands within these floodplains are generally fertile.

12.7.4 Soils
Well Drained silt loams on high river terraces generally characterize soils in Nampa. Some areas in the east and southeast are moderately drained silt loams on high basalt bedrock terraces. Most soils in the area have a high pH (alkaline) and contain very little organic matter.

### Exhibit 12-4: Nampa Area Soils and Soil Characteristics

<table>
<thead>
<tr>
<th>Map Unit Symbol</th>
<th>Map Unit Name</th>
<th>Percent Slopes</th>
<th>Acres in AOI</th>
<th>Percent of AOI</th>
<th>Drainage</th>
<th>Flooding</th>
<th>Frost Free Days</th>
<th>Landforms Forms</th>
</tr>
</thead>
<tbody>
<tr>
<td>BdA</td>
<td>Baldock loam</td>
<td>0 to 1</td>
<td>9,501.7</td>
<td>2%</td>
<td>poorly</td>
<td>none</td>
<td>110 to 160</td>
<td>Stream terraces, flood plains</td>
</tr>
<tr>
<td>BdB</td>
<td>Baldock loam</td>
<td>1 to 3</td>
<td>1,515.6</td>
<td>0.3%</td>
<td>poorly</td>
<td>none</td>
<td>110 to 160</td>
<td>Drainage ways and terraces</td>
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<td>Bram silt loam</td>
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<td>none</td>
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<td>Fan remnants, flood plains, lakebeads, river valleys</td>
</tr>
<tr>
<td>DrA</td>
<td>Draper loam</td>
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<td>2,267.1</td>
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<td>Fan remnants, flood plains</td>
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<tr>
<td>EhA</td>
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<td>none</td>
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<td>Terraces</td>
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<tr>
<td>EhB</td>
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<td>2,402.9</td>
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<td>none</td>
<td>145 to 160</td>
<td>Terraces</td>
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<tr>
<td>ElA</td>
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<td>590.2</td>
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<td>Terraces</td>
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<tr>
<td>EsB</td>
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<tr>
<td>EvC</td>
<td>Elijah – Vickery silt loam</td>
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<td>Uplands</td>
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<td>Marsing loam</td>
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<td>4,148.2</td>
<td>0.9</td>
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<td>Terraces and alluvial fans</td>
</tr>
<tr>
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<td>Marsing loam</td>
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<td>962.8</td>
<td>0.9</td>
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<td>Terraces edges and alluvial fans</td>
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<tr>
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<td>Terraces</td>
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<tr>
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<td>Bottom lands, alluvial fans and low terraces</td>
</tr>
<tr>
<td>Map Unit Symbol</td>
<td>Map Unit Name</td>
<td>Percent Slopes</td>
<td>Acres in AOI</td>
<td>Percent of AOI</td>
<td>Drainage</td>
<td>Flooding</td>
<td>Frost Free Days</td>
<td>Landforms Forms</td>
</tr>
<tr>
<td>-----------------</td>
<td>------------------------</td>
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<td>----------</td>
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</tr>
<tr>
<td>OgB</td>
<td>Oliaga loam</td>
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<td>Drainageways and edges of low terraces</td>
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<tr>
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<td>Uplands</td>
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<tr>
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<td>PhD</td>
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<td>PIA</td>
<td>Playas</td>
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<td>na</td>
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<td>145 to 155</td>
<td>Stream terraces</td>
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<tr>
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<td>145 to 155</td>
<td>Stream terraces</td>
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<tr>
<td>PpC</td>
<td>Power-Purdam silt loam</td>
<td>3 to 7</td>
<td>988.4</td>
<td>0.2</td>
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<td>145 to 155</td>
<td>Stream terraces</td>
</tr>
<tr>
<td>PpD</td>
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<td>145 to 155</td>
<td>Stream terraces</td>
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<tr>
<td>PrA</td>
<td>Purdam silt loam</td>
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<td>3,965.6</td>
<td>0.9</td>
<td>well</td>
<td>none</td>
<td>145 to 155</td>
<td>Stream terraces</td>
</tr>
<tr>
<td>PrB</td>
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<td>145 to 155</td>
<td>Stream terraces</td>
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<tr>
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<td>none</td>
<td>145 to 155</td>
<td>Stream terraces</td>
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<tr>
<td>PIA</td>
<td>Purdam-Sebree silt loam</td>
<td>0 to 1</td>
<td>4,501.8</td>
<td>1.0</td>
<td>well</td>
<td>none</td>
<td>145 to 155</td>
<td>Stream terraces</td>
</tr>
<tr>
<td>PIB</td>
<td>Purdam-Sebree silt loam</td>
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<td>2,279.8</td>
<td>0.5</td>
<td>well</td>
<td>none</td>
<td>145 to 155</td>
<td>Stream terraces</td>
</tr>
<tr>
<td>ScA</td>
<td>Scism silt loam</td>
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<td>9,939.9</td>
<td>2.2</td>
<td>well</td>
<td>none</td>
<td>145 to 160</td>
<td>Medium and high terraces and uplands</td>
</tr>
</tbody>
</table>
### 12.8 Wildlife and Habitat

Nampa Area of Impact contains areas that are industrial, commercial, urban residential, suburban residential and rural residential. Some wildlife has adapted to the urban environment, while species that rely on large undisturbed land areas have been forced to find other locations. The resident species that have adapted to urban environment are supported by supplemental feeding. Some habitats have been re-created to allow for some degree of limited habitation. Small pockets of habitat preservation, such as Deer Flat, provide shelter and forage for a multitude of species (see ‘12.10.2 Deer Flat National Wildlife Refuge’ below).

#### 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.

#### 12.8.2 Deer Flat National Wildlife Refuge (DFNWR)

Established in 1909, the Deer Flat National Wildlife Refuge is one of the premier bird refuge and habitat areas in the Western United States. It includes The Lake Lowell sector which encompasses 10,588 acres, including the 9,800-acre Lake Lowell and surrounding lands, and the Snake River Islands sector contains

### Table 12.8-1: Map Unit Information

<table>
<thead>
<tr>
<th>Map Unit Symbol</th>
<th>Map Unit Name</th>
<th>Percent Slopes</th>
<th>Acres in AOI</th>
<th>Percent of AOI</th>
<th>Drainage</th>
<th>Flooding</th>
<th>Frost Free Days</th>
<th>Landforms Forms</th>
</tr>
</thead>
<tbody>
<tr>
<td>ScB</td>
<td>Scism silt loam</td>
<td>1 to 3</td>
<td>6,985.7</td>
<td>1.5</td>
<td>well</td>
<td>none</td>
<td>145 to 160</td>
<td>Medium and high terraces and uplands</td>
</tr>
<tr>
<td>Tc</td>
<td>Terrace escarpments</td>
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<td>0.5</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>Terraces</td>
</tr>
<tr>
<td>VmB</td>
<td>Vickery-Marsing silt loams</td>
<td>1 to 3</td>
<td>2,668.6</td>
<td>0.6</td>
<td>well</td>
<td>none</td>
<td>135 to 150</td>
<td>Uplands</td>
</tr>
<tr>
<td>VmC</td>
<td>Vickery-Marsing silt loams</td>
<td>3 to 7</td>
<td>3,091.8</td>
<td>0.7</td>
<td>well</td>
<td>none</td>
<td>135 to 150</td>
<td>Uplands</td>
</tr>
</tbody>
</table>

about 800 acres on 101 islands. These islands are distributed along 113 river miles from the Canyon-Ada County Line in Idaho, to Farewell Bend in Oregon.

Deer Flat National Wildlife Refuge provides an important breeding area for birds and mammals, as well as other wildlife. The refuge is also a significant resting and wintering area for birds migrating along the Pacific Flyway. The reservoir provides birding opportunities with over 200 recorded avian species. The facility has a visitor’s center located at 13751 Upper Embankment Road in Nampa.

Large numbers of shorebirds appear in August when low water levels expose mudflats. Canada Goose, Mallard, Northern Pintail, American Wigeon, Green-winged Teal, Western Grebe, and Wood Duck are numerous from September to December on the lake and in the planted refuge fields. Visiting fall-winter raptors include Bald Eagle, Northern Goshawk, Cooper's, Sharp-shinned, and Rough-legged Hawks, and Prairie and Peregrine Falcons. April-May brings migrating grebes, Double-crested Cormorant, Caspian Tern, Sora, Virginia Rail, and Great Horned, Northern Saw-whet, Western Screech, Long-eared and Barn Owls.

12.8.2.1 The Deer Flat National Wildlife Refuge Comprehensive Conservation Plan

Adopted in November 2015, the Deer Flat National Wildlife Refuge Comprehensive Conservation Plan is a management plan that spans over a 15-year period. It required 5 years of planning, analysis, input and documentation. 4 alternatives were considered for refuge management. Ultimately, Alternative #2 was selected for a variety of reasons. The plan:

- Protects Lake Lowell’s shoreline feeding and nesting sites for wintering and migratory birds by continuing the seasonal closure of the lake October 1—April 14
- establishes a 200-yard no-wake zone on the south side and in the Narrows
- expands the southeast no-wake zone to Gotts Point
- Provides wildlife observation, fishing, and wildlife interpretation
- Keeps Gotts Point open to vehicles with increased law enforcement
- Increases wildlife inventory and monitoring, invasive species control, and restoration on the Snake River Islands Unit.
- Adjusts closures to protect nesting and wading birds
- Allows hunting for deer, upland game birds, and waterfowl.
- Opens most islands for shoreline fishing and free-roam activities from June 15—January 31
- Open Heron- and Gull-nesting islands from July 1—January 31

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6 Source: Idaho Department of Fish and Game (https://dfg.idaho.gov/lfwis/lbt/Site.Aspx?id=72)
7 Source: Deer Flat National Wildlife Refuge Comprehensive Conservation Plan (https://www.fws.gov/uploadedFiles/DF%20FCCP.Executive%20sum.pdf)
### Exhibit 12-5: Animals Found at the Refuge

#### Birds Observed

<table>
<thead>
<tr>
<th>Birds Observed</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Loons</td>
<td>Grebes</td>
<td>Pelicans</td>
</tr>
<tr>
<td>Cormorants</td>
<td>Bitterns</td>
<td>Herons</td>
</tr>
<tr>
<td>Egrets, Spoonbills</td>
<td>Waterfowl</td>
<td>Vultures</td>
</tr>
<tr>
<td>Osprey</td>
<td>Eagles</td>
<td>Hawks</td>
</tr>
<tr>
<td>Falcons</td>
<td>Gallinaceous birds</td>
<td>Rails,</td>
</tr>
<tr>
<td>Cranes</td>
<td>Plovers</td>
<td>Stilts</td>
</tr>
<tr>
<td>Avocets</td>
<td>Shorebirds</td>
<td>Snipe</td>
</tr>
<tr>
<td>Phalaropes</td>
<td>Gulls</td>
<td>Terns</td>
</tr>
<tr>
<td>Doves</td>
<td>Owls</td>
<td>Goatsuckers</td>
</tr>
<tr>
<td>Swifts</td>
<td>Hummingbirds</td>
<td>Kingfishers</td>
</tr>
<tr>
<td>Woodpeckers</td>
<td>Flycatchers</td>
<td>Larks</td>
</tr>
<tr>
<td>Swallows</td>
<td>Jays</td>
<td>Magpies</td>
</tr>
<tr>
<td>Crows</td>
<td>Chickadees</td>
<td>Bushtits</td>
</tr>
<tr>
<td>Nuthatches</td>
<td>Creepers</td>
<td>Wrens</td>
</tr>
<tr>
<td>Kinglets</td>
<td>Bluebirds</td>
<td>Thrushes</td>
</tr>
<tr>
<td>Thrashers</td>
<td>Pipits</td>
<td>Waxwings</td>
</tr>
<tr>
<td>Shrikes</td>
<td>Starlings</td>
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<tr>
<td>Warblers</td>
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</tr>
<tr>
<td>Buntings</td>
<td>Towhees</td>
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</tr>
<tr>
<td>Blackbirds</td>
<td>Meadowlarks</td>
<td>Orioles</td>
</tr>
<tr>
<td>Finches</td>
<td>Weaver finches</td>
<td></td>
</tr>
</tbody>
</table>

(For a detailed review of the types of birds and viewing times see [www.fws.gov/deerflat/wildlife/birdlist.html](http://www.fws.gov/deerflat/wildlife/birdlist.html).)

#### Mammals Observed

<table>
<thead>
<tr>
<th>Mammals Observed</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Mule Deer (A)</td>
<td>River Otter (C)</td>
</tr>
<tr>
<td>Coyote (A)</td>
<td>Red Fox (C)</td>
</tr>
<tr>
<td>Striped Skunk (C)</td>
<td>Raccoon (C)</td>
</tr>
<tr>
<td>Yellow-bellied Marmot (C)</td>
<td>Beaver (A)</td>
</tr>
<tr>
<td>Montane Vole (A)</td>
<td>Long-tailed Weasel (C)</td>
</tr>
<tr>
<td>Mink (C)</td>
<td>Eastern Fox Squirrel (C)</td>
</tr>
<tr>
<td>Pocket Gopher (A)</td>
<td>Nuttall’s cottontail (A)</td>
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<tr>
<td>Ord’s Kangaroo Rat (A)</td>
<td>Deer Mouse (A)</td>
</tr>
<tr>
<td>Various mice and rats (A)</td>
<td>Abundant (A), Common (C)</td>
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## Amphibians Endemic to the Refuge Area

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<tr>
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<th>Status</th>
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<tbody>
<tr>
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<td>Pacific Treefrog (PO)</td>
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<tr>
<td>Great Basin Spadefoot Toad (PR)</td>
<td>Western Toad (PO)</td>
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<tr>
<td>Northern Leopard Frog (PO)</td>
<td>Long-toed Salamander (PO)</td>
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(PO) Possible, (PR) Present

## Reptiles Endemic to the Refuge Area

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<tr>
<td>Gopher Snake (PR)</td>
<td>Racer (PR)</td>
</tr>
<tr>
<td>Striped Whipsnake (PR)</td>
<td>Western Rattlesnake (PO)</td>
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<tr>
<td>Night Snake (PO)</td>
<td>Western Longnose Snake (PO)</td>
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<td>Desert Horned Lizard (PO)</td>
<td>Leopard Lizard (PO)</td>
</tr>
<tr>
<td>Sagebrush Lizard (PO)</td>
<td>Western Fence Lizard (PO)</td>
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<tr>
<td>Side-blotched Lizard (PO)</td>
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</tr>
<tr>
<td>Painted Turtle (PR)</td>
<td>(PO) Possible, (PR) Present</td>
</tr>
</tbody>
</table>

## Fish Observed

<table>
<thead>
<tr>
<th>Fish</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rainbow Trout</td>
<td>Large Mouth Bass</td>
</tr>
<tr>
<td>Small Mouth Bass</td>
<td>Crappie</td>
</tr>
<tr>
<td>Yellow Perch</td>
<td>Bluegill</td>
</tr>
<tr>
<td>Bullhead</td>
<td>Channel Catfish</td>
</tr>
<tr>
<td>Carp</td>
<td>Channel Catfish</td>
</tr>
</tbody>
</table>

## Exhibit 12-6: Trees, Shrubs, Forbs and Graminoids Found at the Refuge

### Trees

<table>
<thead>
<tr>
<th>Species</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silver Maple</td>
<td>Green Ash</td>
</tr>
<tr>
<td>Cottonwood</td>
<td>Russian Olive</td>
</tr>
<tr>
<td>Willow</td>
<td>American Elm</td>
</tr>
</tbody>
</table>

### Shrubs

<table>
<thead>
<tr>
<th>Species</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Desert Indigobush</td>
<td>Sagebrush</td>
</tr>
<tr>
<td>Rabbitbrush</td>
<td>Golden Currant</td>
</tr>
<tr>
<td>Himalayan Blackberry</td>
<td>Coyote Willow</td>
</tr>
<tr>
<td>Whiplash Willow</td>
<td>Yellow Willow</td>
</tr>
<tr>
<td>Salt Cedar</td>
<td></td>
</tr>
</tbody>
</table>

### Forbs, Vascular Plants Without Significant Woody Tissue

<table>
<thead>
<tr>
<th>Species</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Showy Mildweed</td>
<td>Spear Saltbush</td>
</tr>
<tr>
<td>Common Dogbane</td>
<td>Garden Asparagus</td>
</tr>
<tr>
<td>Devil’s Beggartick</td>
<td>Herb Sophia</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Barnyard Grass</td>
<td>Northern Willowherb</td>
</tr>
<tr>
<td>Western Goldenrod</td>
<td>Velvetweed</td>
</tr>
<tr>
<td>Western Marsh Cudweed</td>
<td>Common Sunflower</td>
</tr>
<tr>
<td>Povertyweed</td>
<td>Common Kochia</td>
</tr>
<tr>
<td>Prickly Lettuce</td>
<td>Broadleaved Pepperweed</td>
</tr>
<tr>
<td>False-Pimpernel</td>
<td>Evening Primrose</td>
</tr>
<tr>
<td>Pellitory</td>
<td>Common Plantain</td>
</tr>
<tr>
<td>Water Smartweed</td>
<td>Curly Dock</td>
</tr>
<tr>
<td>Cinquefoil sp.</td>
<td></td>
</tr>
<tr>
<td>Curvedepod Yellowcress</td>
<td>Common Groundsel</td>
</tr>
<tr>
<td>Climbing Nightshade</td>
<td>Common Cattail</td>
</tr>
<tr>
<td>Rough Cocklebur</td>
<td>Curlytop Knotweed</td>
</tr>
<tr>
<td>Canada Thistle*</td>
<td>Poison Hemlock*</td>
</tr>
<tr>
<td>Purple Loosestrife*</td>
<td>White Bryony*</td>
</tr>
<tr>
<td>White Top*</td>
<td>*These are invasive, noxious weeds</td>
</tr>
</tbody>
</table>

**Graminoids, Grasses and Grass-Like Plants**  
**Such as Sedges and Rushes**

<table>
<thead>
<tr>
<th>Longated Wheatgrass</th>
<th>Wooly Sedge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Awned Flatsedge</td>
<td>Redrooted Flatsedge</td>
</tr>
<tr>
<td>Inland Saltgrass</td>
<td>Common Spikerush</td>
</tr>
<tr>
<td>Great Basin Wild-rye</td>
<td>Stink-grass</td>
</tr>
<tr>
<td>Heleochloa</td>
<td>Foxtail Barley</td>
</tr>
<tr>
<td>Torrey’s Rush</td>
<td>Cutgrass</td>
</tr>
<tr>
<td>Sprangletop</td>
<td>Witchgrass</td>
</tr>
<tr>
<td>Knotgrass</td>
<td>Bulrush Hybrid</td>
</tr>
<tr>
<td>Cheatgrass*</td>
<td>Reed CanaryGrass*</td>
</tr>
<tr>
<td>Hardstem Bulrush</td>
<td>Knotroot Bristlegrass</td>
</tr>
<tr>
<td>Bottlerush Squirreltail</td>
<td>*These are invasive, noxious weeds</td>
</tr>
</tbody>
</table>

Source: www.fws.gov/deerflat/wildlife/mammlist.html

### 12.8.3 Lake Lowell

Lake Lowell is managed by both the Bureau of Reclamation and the US Fish and Wildlife Service. The Bureau of Reclamation through an agreement with the Board of Control manages the lake water levels, and infrastructure such as dams and canals. The U. S. Fish and Wildlife Service are responsible for the wildlife, habitat and recreation on the Refuge. Originally called Deer Flat Reservoir, Lake Lowell was the first storage reservoir completed for the Boise Project, one of the earliest reclamation projects. Historic features include the embankment dams which are on the National Register of Historic Places. The embankments include the headworks for four canals. Repairs made to the dams in 1938-39 by the Civilian Conservation Corps include rustic lava-rock parapet walls with decorative designs embedded in them.  

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8 Source: U.S Fish and Wildlife Service Deer Flat (https://www.fws.gov/refuge/Deer_Flat/visit/plan_your_visit.html)
12.8.3.1 Lake Lowell Recreation
Boating, fishing, and wildlife viewing are currently the major recreation activities at Lake Lowell. During specific seasons, upland birds, ducks, coots, and mourning doves may be hunted on the East Side and South Side Recreation Areas. Available fish species include rainbow trout, largemouth bass, smallmouth bass, crappie, yellow perch, bluegill, and bullhead and channel catfish. In addition, Lake Lowell provides interpretive programs, picnicking, nature trail, windsurfing, and water-skiing. Boat ramps, docks and parking are available at the upper and lower dam sites.\(^9\)

12.8.3.2 Lake Lowell Water Quality
In September 2009, local regulatory agencies (IDEQ) prepared a draft Lake Lowell Watershed Subbasin Assessment and Total Maximum Daily Loads Implementation Plan. This study describes the physical, biological, and cultural setting, water quality status, pollutant sources and current pollution control actions specifically regarding Lake Lowell.

City of Nampa staff has assisted in the 2008/2009 Watershed Watch program which monitors Lake Lowell with volunteer groups. The information is used to supplement regulatory agencies efforts on monitoring local waterbodies within the Lower Boise River watershed.

On December 6, 2010, The US Environmental Protection Agency, Region 10 issued a letter to the Idaho Department of Environmental Quality indicating that the Total Maximum Daily Load remedies proposed by the State to reduce Phosphorus levels would result in EPA standards attainment (assessment unit 17050114SW004_06). Lake Lowell is listed on the State of Idaho’s Water Quality Management Plan.\(^10\)

12.8.3.3 Lake Lowell Wildlife Habitat
Deer Flat National Wildlife Refuge manages a wide range of wildlife habitats on Lake Lowell and shoreline that include open waters and wetland edges, sagebrush uplands, grasslands and riparian forests on the Snake River islands. Refuge staff use a variety of management techniques to restore and maintain wildlife habitat. With assistance from local growers, the refuge also cooperatively cultivates 240 acres to provide forage.

Several hundred acres of moist-soil plants (primarily smartweed) occupy the transition zone from the lake shoreline to the open water. Moist-soil plants are a valuable food source for migrating waterfowl during fall and spring. This emergent plant community provides habitat for nesting grebes and foraging habitat for pelicans and other water birds. In the fall, the smartweed seeds provide nutrition for migratory ducks heading south. The open water of Lake Lowell is vital for waterfowl as roosting and loafing habitat and as a place for the birds to forage for fish.

12.8.3.4 Lake Lowell Crop Lands
Approximately 240 acres of land within the Refuge is irrigated cropland managed to provide forage and cover for wildlife. Local cooperative farmers are generally required to leave 25 percent of the crop standing, leave six inches of green browse, or plant a winter cover crop prior to waterfowl season. Corn, beans, peas, wheat and alfalfa are planted using minimal pesticides and fertilizers. Pheasants, deer and other wildlife use the fields year-round.

\(^10\) Source: (www.fws.gov/deerflat/pdf/ccpwildlife&habitatfactsheet)
12.8.3.5 Lake Lowell Riparian Forests
Cottonwood, Peachleaf Willow and Coyote Willow are the dominant tree species in the riparian habitat of Lake Lowell and the Snake River Islands. The riparian areas are key habitat for many native bird species.

12.8.3.6 Wetlands
There are three created seasonal/moist-soil wetlands on the Lake Lowell Unit. These wetlands provide unique local habitat. Vegetation that grows in the marsh wetlands provides food, nesting sanctuary and protection for such species as Mallards, Sora Rails and Yellow-Headed Blackbirds.

12.8.3.7 Uplands
The upland habitat of both Units includes several hundred acres of upland Sage Steppe habitat consisting of native Big Sagebrush, Rabbitbrush, Blue Bunch Wheatgrass, Sandburg Bluegrass, Giant Wildrye and Great Basin Wild Rye. The largest uninterrupted tracts of upland habitat found on Lake Lowell are just west of the Visitor Center and on several of the larger Refuge islands. Rabbits, gophers, badgers, mule deer and mourning dove feed on the upland plants and rely on them for cover and nesting. Predators such as foxes, coyotes, red-tailed hawks and American kestrels also inhabit the sage steppe habitat.11

12.8.4 Idaho Department of Fish and Game (IDFG)
The Idaho Department of Fish and Game (IDFG) manages fish and wildlife populations. They do not manage habitat. There primary role in land use planning is to provide decision makers with expertise on potential impacts to fish, wildlife, and habitat and to provide recommendations on ways to avoid, minimize, and mitigate those impacts. In addition, they consider access for hunters and anglers to be of primary importance.

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 habitat conservation develop appropriate land management principles.

12.8.6 Threatened and Endangered Species
Nampa has two species that are currently listed as threatened.

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12.8.6.1 Slickspot Peppergrass
The Nampa Area of City Impact boundaries are within the Lepidium papilliferum (Slickspot Peppergrass) Management Area, which is listed as threatened. Populations of this rare desert flower have been reduced to a fraction of its former range, and federal and state scientists have documented the primary threats to this flower as livestock trampling and grazing, off-road vehicles, agriculture developments, and other human activities. The health of Slickspot Peppergrass is a bellwether for the survival of the entire sage-steppe ecosystem. While plants are not accounted for on private lands, counts of this species are performed on public lands adjacent to private and City lands.

12.8.6.2 Snake River Physa Snail
The Snake River Physa Snail is listed as endangered in Canyon County. The snail is found underneath rocks in waterways. This could have an appreciable effect on development, transportation, and recreation patterns.¹²

12.9 Tools for Land Conservation
Nampa uses various tools to protect and preserve land, such as, the comprehensive plan, the zoning and subdivision ordinances and, as well, as other City plans. Canyon County’s planning tools include the County’s the Comprehensive Plan, the Zoning and Subdivision Ordinances, Environmental Corridor designation and mapping, the Canyon County Land and Water Resource Management Plan, the Canyon County Land and Water Resource Management Cost - Share Program, and several federal programs.

The City seeks to balance competing interests that include the desire to protect and preserve sensitive natural lands with the desire to accommodate future growth and development. Likewise, the City and Canyon County desire to prevent soil erosion and to protect ground and surface water from contamination caused by development and agriculture.

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.

= Key Strategies
## 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>
</tr>
<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>
</tr>
<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>
<tr>
<td>4</td>
<td>Develop guidelines and mitigations for adverse impacts to water resources, wetlands and Lake Lowell.</td>
<td>Planning and Zoning</td>
<td>Staff Time</td>
<td>Safety, Infrastructure</td>
</tr>
<tr>
<td>5</td>
<td>Partner with Canyon County and the City of Caldwell to develop strategies for implementation in agricultural lands.</td>
<td>Planning and Zoning</td>
<td>Staff Time</td>
<td>Infrastructure</td>
</tr>
</tbody>
</table>
13.1 Geology/Topography
The City of Nampa is in the far west region of the Snake River Plain. This area consists of an elongated arc extending through central Idaho from Ashton on the east to Weiser on the west. This plain consists primarily of reasonably unconsolidated lacustrine (lake) and fluvial (river-laid) materials. Influenced by a hydrological process that occurred millions of years ago, the City lies on a broad floodplain characterized by flat to gently sloping terrain. Elevations range from approximately 2,200 feet above mean sea level along the Snake River to approximately 2,800 feet above mean sea level in the northwest corner of Canyon County. The average elevation within the City is about 2,480 feet above mean sea level.

No prominent minerals have been found within the City of Nampa or Area of City Impact. A complete review of the soils of the area has been identified in Exhibit 12-4 located within Chapter 12, Natural Resources.

13.2 Air Quality
The 2013 Air Quality Monitoring Data Summary, produced by the State of Idaho Department of Environmental Quality (DEQ), indicates the most current data published for Canyon County:
- Total number of Air Quality Index (AQI) Days: 312
- AQI Good Days: 284
- AQI Moderate Days: 24
- AQI Unhealthy for sensitive groups: 3
- AQI Unhealthy: 1
- AQI Very Unhealthy: 0

13.2.1 Ozone
Ozone, typically a summertime air pollution problem, forms when pollutants from internal combustion engines and industrial sources (e.g., paints, solvents, and gas vapors) react with sunlight. These pollutants are called ozone precursors and include Volatile Organic Compounds (VOCs) and nitrogen oxides. Ozone can also be directly emitted by industrial sources. Ozone levels are usually highest in the afternoon because of the intense sunlight, warm temperatures, and the time required for ozone to form. These levels are highly affected by weather. DEQ monitored ozone from May through September 2013, as this is the
time period specified by Environmental Protection Agency (EPA) requirements and the most likely time that high ozone levels will be observed. Ada County is in a ‘maintenance area’ where ozone levels are monitored for non-attainment. Canyon County is in an attainment area indicating that ozone levels attain an AQI of good or better. As the area grows, Canyon County may develop into a non-attainment area.

13.2.3 Particulate Matter (PM 2.5 micrometers)

Particles 2.5 micrometers in diameter or less are called fine particles, or PM2.5. DEQ considers PM2.5 to be one of the major air pollution concerns affecting several airsheds in Idaho. PM2.5 generally comes from wood and agricultural burning, industrial boilers, and vehicle exhaust including cars, diesel trucks, and buses. Fine particulate matter can also be formed secondarily in the atmosphere by chemical reactions of pollutant gases.

Exposure to PM2.5 can have serious health effects. Fine particles are closely associated with increased respiratory disease, decreased lung function, and even premature death. Children, older adults, and people with some illnesses are more sensitive and more likely to develop heart or lung problems associated with PM2.5. People with respiratory or heart disease, older adults, and children should avoid outdoor exertion if PM2.5 levels are high. PM2.5 also significantly affects visibility.

Nampa spiked into the Orange (Unhealthy for Sensitive Groups) AQI category for a few days in late January 2013, when the region was under high pressure and deep inversions set up in the valleys, allowing particulates to build up under the warm air caps. This potential exists in Canyon County during high pressure and deep inversion events.

Exhibit 13.1: PM 2.5 Daily Averages – Nampa Fire Station

13.2.4 Particulate Matter (10 micrometers)

Particulate matter includes solid matter and liquid droplets suspended in the air. Particles between 2.5 and 10 micrometers in diameter are called coarse particles. PM10 includes fine (PM2.5) and coarse particles. Coarse particles typically come from crushing or grinding operations and dust from roads. PM10 can aggravate respiratory conditions such as asthma. People with respiratory conditions should avoid outdoor exertion if PM10 levels are high.
The federal annual PM10 standard was revoked effective December 17, 2006, from a lack of evidence linking health problems to long-term exposure to coarse particle pollution. The 24-hour standard was not changed. EPA may choose to replace the PM10 standard in the future with a PM10-2.5 (PM coarse) standard, ranging from diameters 2.5 to 10 micrometers. The Boise Area previously violated federal PM10 standards but is now considered to be a maintenance area for PM10. Canyon County is an attainment area.¹

13.2.5 Fugitive Dust
Dust is particulate matter (PM) consisting of very small liquid and solid particles. Fugitive dust is PM suspended in the air primarily from soil that has been disturbed by wind or human activities, such as earthmoving and vehicular/equipment traffic on unpaved surfaces. It is not emitted from vents, chimneys, or stacks.

Treasure Valley’s weather contributes to the fugitive dust problem. Unlike most other areas of the country, Idaho has a wet season and a dry season. Long, hot summers allow the soil to dry out thoroughly and, if the surface is disturbed repeatedly, the soil may have months to blow away before normal rainfall can again saturate and hold it in place. The Nampa Area is prone to high winds, making matters worse.

13.2.5.1 Fugitive Dust Regulation in Idaho
DEQ is responsible for regulating fugitive dust emissions in Idaho. Authority is based on the Rules for the Control of Air Pollution in Idaho (IDAPA 58.01.01.651), which require that all “reasonable precautions” be taken to prevent particulate matter from becoming airborne. Reasonable precautions include using water or chemical, applying dust suppressants, using control equipment, covering trucks, paving, and removing materials. When regulating fugitive dust, DEQ considers the proximity of dust-emitting operations to human habitations or activities and atmospheric conditions that might affect the movement of particulate matter. Failure to reasonably control fugitive emissions may result in enforcement action by DEQ with possible penalties assessed.

13.2.5.2 Fugitive Dust Control Measures
Nampa should work with the DEQ to monitor and regulate fugitive dust problems. Nampa should consider inserting some or all the following control measures into construction site regulations:

▪ Minimize the surface area disturbed.
▪ Limit dusty work on windy days.
▪ Apply dust suppression measures when needed.
▪ Monitor dust suppression efforts to ensure that dust emissions are adequately controlled.
▪ Clean up dusty spills immediately.
▪ Control dust in occasionally used areas.
▪ Grow vegetative ground cover.
▪ Use wind erosion controls.
▪ Apply crust-forming chemicals with DEQ’s approval.
▪ Control dust in frequently used areas.
▪ Pave haul roads and storage areas.
▪ Enclose storage and handling areas.
▪ Keep storage piles covered.
▪ Water and/or sweep often.

▪ Reduce speed limits on unpaved surfaces to 10 to 15 miles per hour for well-traveled areas and heavy vehicles.
▪ Prevent transport of dusty material off site by rinsing vehicles before they leave the property and tightly covering loaded trucks.\(^2\)

13.2.6 Burning
The burning of grasses, weeds, crops, and other material and fireplaces/wood stoves can be hazardous depending upon weather patterns. Some cities have required permits to burn within the City limits. Others have restricted all burning during inversions except when a fireplace/woodstove is the only source of heat. The City should work with stakeholders to discuss and implement measures that regulate inefficient wood burning fireplaces/woodstoves and burning.

13.3 Flooding
The Treasure Valley has been identified as a high-risk area for flooding. Idaho has been identified by the Federal Emergency Management Agency (FEMA) as the fifth highest state in the nation for earthquake risk. Other natural hazards include landslides, snow slides, wildfires and associated air pollution, etc.

13.3.1 Floodplain/Floodway Fringe
Floodway and floodplain areas are areas adjacent to rivers, streams, creeks or drains that have flood potential. These areas can be hazardous depending upon the frequency and inundation levels of flood events. Frequency of flood events are identified by the Federal Emergency Management Agency (FEMA) as a ‘Floodway’, ‘100-year Floodplain’ and ‘500-year Floodplain’. Creeks in Nampa with an associated floodway/floodplain are Mason Creek, Indian Creek, Tenmile Creek, Fifteenmile Creek, Fivemile Drain and the Boise River. Floodway Fringe areas can be buildable with appropriate engineering (See Exhibit 13-1).

13.3.1.1 Floodway
A "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Development is prohibited in these areas.

13.3.1.2 100-Year and 500-Year Floodplain – Special/Moderate Flood Hazard Areas
Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. Moderate flood hazard areas are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood.\(^3\)

Generally, these areas are less conducive to the construction of housing, commercial or industrial structures, however it is feasible with the application of certain conditions and regulations. These locations serve well as recreation, open space, sports field, and scenic areas as they do not typically interfere with the flow of water and are not significantly impacted by seasonal flooding. Exhibit 13-1 shows the 100-year flood plain/floodway within the City of Nampa.

Nampa is working with FEMA on revisions to floodway and floodplain designations. Changes will likely affect how the areas around waterways will be developed, flood-plain management, stormwater conveyance, irrigation conveyance and agricultural conversion.

\(^2\) SOURCE: Idaho Department of Environmental Quality (https://deq.idaho.gov/air-quality/air-pollutants/fugitive-dust/)
13.3.2 Creeks, Irrigation, Drainage, Canals and Ditches

The Boise River, Indian Creek, Mason Creek, Tenmile Creek, Fifteenmile Creek, Nampa-Meridian Canal, Pioneer Canal, and Boise-Kuna Canal, Fivemile Drain, Elijah Drain and Wilson Drain, Phyllis Canal and other smaller canals and ditches convey water through and around the City of Nampa and Nampa’s Impact Area. The canals and ditches have different function based upon needs of the City residents and agricultural customers. These canals and ditches have the potential to flood, and if compromised, can become a drowning and water contamination hazard.

13.4 Earthquakes/Seismic Activity

Idaho is ranked 5th in the nation for earthquake risk following California, Alaska, Nevada and Utah according to FEMA. Idaho has experienced two of the largest earthquakes in the lower 48 states in the last 40 years: the 1983 Borah Peak Earthquake that measured 7.3 on the Richter scale, and the 1959 Hebgen Lake Earthquake, a 7.5 magnitude earthquake that is the largest ever recorded in Idaho. FEMA indicates that Nampa is in a ‘C’ seismic design category, which reflects a good chance of experiencing strong earthquake shaking. The potential effects of strong shaking could result in damage that is negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; and considerable damage in poorly built structures. Exhibit 13-3 describes earthquakes and seismic activity in Nampa.4

A fault line that was discovered in September 2010 by an Idaho State University geosciences professor Glenn Thackray, has the potential to deliver a 7.5 magnitude earthquake that could be felt as far south as Treasure Valley. It is named the ‘Sawtooth Fault’, an and runs 40 miles along the eastern base of the Sawtooth Mountains near Stanley and Redfish Lake (65 miles northeast of Nampa) (See Exhibit 13-4).5

Exhibit 13-4: Geologic Survey Seismic Shaking Hazard Map of Idaho

5 SOURCE: WebCite Geosciences Professor Discovers New Fault downloaded July 31, 2019 (https://www.webcitation.org/6F0J76qJx)
Exhibit 13-5: Idaho Earthquakes in 2018

Exhibit 13-6: Idaho Earthquakes Planning Scenario

Source: USGS Earthquake Hazards program M 7.2 Scenario Earthquake – Sawtooth Fault downloaded July 31, 2019
https://earthquake.usgs.gov/scenarios/eventpage/bssc2014640_m7p16_se/shakemap/intensity
Before an Earthquake
The following has been provided by the Idaho Department of Health and Welfare:

1. Identify potential hazards and begin to fix them
   - Ensure heavy objects are properly secured.
   - Identify and secure smaller objects that could cause injury or become projectiles during an earthquake.

2. Create A Disaster-Preparedness Plan
   - Include self-protection during an earthquake, safe spots in every room, and a plan if separated from family members/associates
   - Routinely rehearse the plan

3. Create Emergency Preparedness Kits
   - Include a three-day supply of food and water (one gallon of water per person per day), extra clothes, basic first aid kit, basic shelter, emergency blanket, note paper, emergency radio, sanitary supplies, medications and back up batteries or recharging units.

During an Earthquake
4. Protect Yourself During Earthquake Shaking
   - Indoors
     - Stay inside - DROP, COVER, AND HOLD ON.
     - Stay away from windows and doors, hanging objects, large appliances, and cabinets with heavy objects.
     - Drop under a desk or table, or if you do not have access to one, drop to the floor against an interior wall.
     - Never take an elevator.
   - Outdoors
     - Open and clear areas are the safest.
     - Stay away from buildings, windows or overhead objects that might fall.
     - Drop to the ground until the shaking stops.
   - Driving
     - Slow down and drive to an open place.
     - Do not stop on overpasses, underpasses, or bridges.
     - Be careful of overhead hazards such as power lines, trees, signs, or falling building debris.
     - Turn off the ignition and set the parking brake.
     - Stay inside the vehicle until the shaking is over.

After an Earthquake
5. After the Earthquake, Check for Injuries and Damage
   - Check yourself and family members for injuries and give first aid where appropriate.
   - Do not move seriously injured people unless they are in immediate danger of further injury.
   - Check for damage that may cause hazardous conditions, including fire, gas leaks, damaged electrical wiring, downed utility lines, falling items, and spills.
   - Aftershocks may occur – remember to DROP, COVER, and HOLD ON.

6. When Safe, Continue to Follow Your Disaster-Preparedness Plan
   - Continue to use your disaster-preparedness plan.
   - Continue to watch for hazardous conditions.
   - Do not go back into your home or office until you know it is safe.
   - Listen to your portable or car radio for information and safety advisories.
   - Try to establish contact with family members and loved ones.⁶

13.5 Wellhead Protection

Groundwater is used throughout the county for domestic and public water supply. The protection of the public water supply and its sources from contamination has come under scrutiny from the Environmental Protection Agency (EPA). The EPA has mandated that each state must prepare a well-head protection plan for public water supply. The Idaho Wellhead Protection Plan was recognized and approved by both the Idaho Legislature and the EPA. It laid the groundwork and provided guidance for developing individual public water system wellhead protection plans.

Idaho DEQ has done an evaluation of all drinking well sources in the state. According to the Idaho DEQ, a detection above a drinking water standard Maximum Containment Level (MCL), any detection of a Volatile Organic Compounds (VOC) or Synthetic Organic Chemicals (SOC), or a detection of total coliform bacteria or fecal coliform bacteria at the wellhead will automatically give a high susceptibility rating to a well despite the land use of the area because a pathway for contamination already exists.

13.6 Winter Storms/Freezing

A winter storm could have one or more of the following weather elements: blizzard, heavy snow, accumulations of snow, freezing rain/drizzle, and heavy sleet. A blizzard is a storm lasting about three hours or longer with winds of thirty-five mile per hour and considerable falling and/or blowing snow frequently reducing visibilities to less than 1/4 mile. The havoc caused by blizzards is generally on a smaller scale since roads are not universally closed, and winds involved usually subside more quickly than snow melts. Freezing is an expected winter weather event. Freezing is most hazardous when it is associated with a severe snowstorms, blizzards, or power outages.

13.6.1 Drifting Snow

There have not been any incidents of drifting snow impacts in Nampa.

13.6.2 Snow Accumulation or ‘Snow Loads’

Snow accumulation or ‘snow load’ affects structures and the surrounding environment. High accumulation can cause the collapse of roofs. Ice and ice dams that form as a result of snow accumulation can result in water leakage under shingles and over flashings. Subsequent snow melt results in snow that sluffs off from roofs and skylights, endangering pedestrians and hindering access. Wetting inside buildings from infiltration of wind-blown snow drifting around buildings is a possible outcome. Snow accumulation is subject to climatic variables such as the amount and type of snowfall, wind, air...
temperature, time of day, sunshine, etc. Variables such as roof shape, thermal properties, exposure and
surrounding elements influence roof top accumulation levels. Ground loads are the basis for the estimation
of accumulation loads.

13.7 High Water Tables
An aquifer is a natural underground area where large quantities of ground water fill the spaces between
rocks and sediment. According to Idaho's "Ground Water Quality Rule" (IDAPA 58.01.11.007.02), to be
considered an aquifer in Idaho, the area must produce "economically significant quantities of water to
wells and springs."

In an aquifer, ground water can move sideways, up, or down in response to gravity, differences in
elevation, differences in pressure, and differences in the physical properties of the aquifer. Depending on
the aquifer, the water can move from very fast (as much as hundreds of feet per day in fractured rock
aquifers) to very slow (as little as a few feet per year in very fine-grained sedimentary aquifers).

Ground water levels vary depending upon terrain, adjacency to surface water features, geology,
associated aquifer properties, and other factors. Area along drains can have high water tables due to
seepage. Other areas may have a much lower potential for ground water. Building codes regulate issues
surrounding construction in areas with high water tables.

13.8 Slides/Steep Slopes
Areas susceptible to sluffing, landslides, mudslides, and other forms of rapid erosion would include any
areas of unstable soils and cut and fills during construction. Nampa enforces erosion control management
procedures for construction sites. No areas have been identified has hazardous within the City.

MAN-MADE HAZARDS
Man-made hazards include noise, landfills; railroad crossings; airport clear zones; hazardous materials
transport by rail and truck; pollution of soils and waterways; grass, weed, crop and other material burning;
fugitive dust, etc.

13.9 Noise
Since 1997, noise has been reported as the number one neighborhood complaint. (According to the
American Housing Survey for the United States conducted by the U.S. Census Bureau.)
Noise can cause or increase sleeplessness, irritability and anxiety. There have been numerous acts of
violence associated with noise. Noise negatively impacts health, safety, comfort and productivity.7

13.9.1 Noise Regulation Criteria
The U.S. Department of Housing and Urban Development (HUD) has developed criteria to assess noise levels
and their degree of undesirability: These include frequency, intensity and duration. HUD uses the day-
night average sound levels, which is denoted as ‘Ldn’.

13.9.1.2 Ldn - Day Night Average Sound Level
The Ldn is the average equivalent sound level over a 24 hour period, with a penalty added for noise
during the nighttime hours of 22:00 to 07:00. During the nighttime period 10 dB is added to reflect
the impact of the noise. Ldn measurements are useful for assessing the impact that road, rail, air
and general industry has on the local population.

7 Source: HUDNOISE downloaded July 31, 2019 from (http://hudnoise.com/)
13.9.1.3 Lden or CNEL

The Lden (Day Evening Night Sound Level) or CNEL (Community Noise Equivalent Level) is the average sound level over a 24 hour period, with a penalty of 5 dB added for the evening hours or 19:00 to 22:00, and a penalty of 10 dB added for the nighttime hours of 22:00 to 07:00. It is very similar in nature (and in results) to the Ldn, but with the added penalty for the evening period.\(^8\)

13.9.2 Noise and Public Health

Noise levels requisite to protect public health and welfare against hearing loss, annoyance and activity interference were identified by the Environmental Protection Agency. These noise levels are contained in an EPA document, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety"

The document identifies a 24-hour exposure level of 70 decibels as the level of environmental noise which will prevent any measurable hearing loss over a lifetime. Likewise, levels of 55 decibels outdoors and 45 decibels indoors are identified as preventing activity interference and annoyance. These levels of noise are considered those which will permit spoken conversation and other activities such as sleeping, working and recreation, which are part of the daily human condition.

The levels are not single event, or "peak" levels. Instead, they represent averages of acoustic energy over periods of time such as 8 hours or 24 hours, and over long periods of time such as years. For example, occasional higher noise levels would be consistent with a 24-hour energy average of 70 decibels, so long as enough relative quiet is experienced for the remaining period.

Noise levels for various areas are identified according to the use of the area. Levels of 45 decibels are associated with indoor residential areas, hospitals and schools, whereas 55 decibels is identified for certain outdoor areas where human activity takes place. The level of 70 decibels is identified for all areas in order to prevent hearing loss.\(^9\)

Nampa currently regulates nuisance noise in Title 10, Chapter 7. \textbf{Nampa should seek to mitigate noise levels from sources that produce sustained noise levels exceeding 70 Dba.}

13.10 Areas of Groundwater and Soil Contamination

There are no known contamination areas affecting areas of groundwater or soils in Nampa.

13.11 Hazardous Materials

Idaho Department of Environmental Quality’s Waste Management and Remediation Division is responsible for monitoring and controlling the generation, treatment, storage, and disposal of wastes in Idaho. The waste management group focuses on ensuring that wastes generated in or entering Idaho are managed and disposed in a manner protective of human health and the environment. On the remediation side, program resources are directed to responding to releases of hazardous substances to surface waters, ground water, or soils.\(^10\)

13.11.1 Hazardous Materials Transportation

Hazardous materials are commonly transported by truck and rail. Most hazardous materials typically found within the City are flammable and combustible liquids and gases, including gasoline, diesel, ammonium

\(^8\) Source: NoiseMeters Inc. Community Noise Calculators downloaded July 31, 2019 (https://noisemeters.com/apps/idn-calculator/)


nitrate, ammonium hydroxide, propane and acetylene. Transporting hazardous materials by truck and rail presents high risk of spillage while in transit.

Transportation of hazardous materials by truck represents another potential exposure to a hazardous situation to the residents of Nampa. From the southwest, Nampa is the major access point to a hazardous waste site in Grandview, ID. The transportation of hazardous materials is controlled by the Idaho Transportation Department (ITD). Special placarding identifies the contents of the cargo vehicles. Specific truck routes have not been identified, but major roads which could carry hazardous chemicals (such as gasoline) include I-84, State Highway 44, Franklin Road, and the Karcher Interchange which connects with Highway 55.

13.12 Nampa Municipal Airport

13.12.1 Airport/Runway Protection Zones (Land Use Impacts)
The Nampa Municipal Airport is a general aviation airport located about 1.5 miles northeast of the Nampa Central Business District. Within airport areas, noise and vibrations generated from aircraft can adversely affect humans, who live or work continuously under these conditions. Exiting land uses include traditional single-family homes, commercial and industrial areas. The Department of Housing and Urban Development has set guidelines for noise levels around airports (see Section 13.9).

The 2035 plan designated industrial land use settings in areas north and south of the airport and low-density residential land use settings of no more than 1 unit per acre east of the Airport. Existing residential land uses to the south of Victory Road and west of North King Road, as well as, residential and commercial land uses to the north of Airport Road were not considered for any changes. The 2040 Comprehensive Plan proposes that the land use settings to the west of the runway be changed to Community Mixed-Use to allow for more diversity in that zoning area, and to acknowledge the mixed-use elements in that area that are likely to remain for the foreseeable future. Additionally, the City of Nampa has developed an Airport Zoning Ordinance that places restrictions on development within the airport area. These restrictions include building/structure height, lighting, electrical interference, and glare (Nampa Zoning Ordinance Chapter 31).

13.12.2 Hazardous Materials Sites
Within the vicinity of the airport hazardous materials sites were identified by the EPA. These are under remediation and are monitored by the Idaho Department of Environmental Quality.

<p>| Waste Remediation Facility Mapper – Locations of Hazardous Sites Near Nampa Airport |
|---|---|---|
| Idaho Department of Environmental Quality | General Remediation - closed | RCRA Hazardous Waste Site |
| Us DOT ID Army National Guard FMS 2 Sub Shop Nampa | 212 N Kings Rd. | |
| Aviation Fuel Services | 123 Municipal Dr. | Underground Storage Tanks |
| Flite Quest Aviation, Inc. | 3419 Airport Rd. | Underground Storage Tanks |</p>
<table>
<thead>
<tr>
<th>#</th>
<th>Site Description</th>
<th>Address</th>
<th>Location Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Nampa Municipal Airport</td>
<td>116 Municipal Way (Airport Rd.)</td>
<td>Leaking Underground Storage Tanks (closed)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>RCRA Hazardous Waste Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Undergound Storage Tanks</td>
</tr>
<tr>
<td>8</td>
<td>Interstate Group LLC 39th</td>
<td>605 N 39th St.</td>
<td>RCRA Hazardous Waste Site</td>
</tr>
<tr>
<td>9</td>
<td>Stinker station no 82</td>
<td>3319 Garrity Blvd.</td>
<td>Underground Storage Tanks</td>
</tr>
<tr>
<td>10</td>
<td>Garrity Blvd. Body Shop</td>
<td>3301 Garrity Blvd.</td>
<td>RCRA Hazardous Waste Site</td>
</tr>
<tr>
<td>11</td>
<td>Environmental Mgt. Solutions, Inc.</td>
<td>201 n Kings Rd. Ste. 116</td>
<td>RCRA Hazardous Waste Site</td>
</tr>
<tr>
<td>12</td>
<td>Harrison Moran Seed Co.</td>
<td>1832 Garrity Blvd.</td>
<td>RCRA Hazardous Waste Site</td>
</tr>
<tr>
<td>13</td>
<td>Former Boise Vault &amp; Precast</td>
<td>608 Carnation dr.</td>
<td>RCRA Hazardous Waste Site</td>
</tr>
</tbody>
</table>

Source: Id DEQ ‘Waste Remediation Facility Mapper’ Snapshot Taken August 1, 2019 (https://www.deq.idaho.gov/waste-mgmt-remediation/remediation-activities/facility-mapper/)
Exhibit 13-10: ID DEQ Identified Hazardous Materials Sites in the Vicinity of the Airport

Source: ID DEQ ‘Waste Remediation Facility Mapper’ snapshot taken August 1, 2019
(https://www.deq.idaho.gov/waste-mgmt-remediation/remediation-activities/facility-mapper/)
13.13 Wildfires
The City of Nampa is bordered by agricultural lands and areas that may have cheat grass and other dry grasses during the summer months. There opportunities for wildfires, during special circumstance, such as dry seasons and during any controlled burns.

13.13.1 Firewise
The National Fire Protection Association’s (NFPA), Firewise Communities program encourages local solutions for wildfire safety by involving homeowners, community leaders, planners, developers, firefighters, and others in the effort to protect people and property from the risk of wildfire. The program is co-sponsored by the US Forest Service, US Department of the Interior and National Association of State Foresters. In order to save lives and property from wildfire, NFPA’s Firewise Communities program teaches people how to adapt to living with wildfire and encourages neighbors to work together to prevent losses.

13.14 Irrigation Canals
Irrigation canals are located throughout the City of Nampa and Area of City Impact. Canals are utilized in Canyon County to convey irrigation water to agricultural areas. Drowning is the leading accident cause of death for children up to four years old in the United States and the second leading cause of accidental
death for all kids up to age 14, according to the Centers for Disease Control. Idaho has had the second highest unintentional drowning rate in the nation for the 1 to 5-year-old age group.

The potential for canal drownings goes up sharply when school ends and the weather heats up. Maintenance personnel from irrigation districts are constantly checking their areas for people who may be near or playing in the canals. Canals are often deep and swift. The Ridenbaugh Canal flows at about 3 miles per hour or 4.5 feet per second. At least one child dies each year by falling into an irrigation canal in the Treasure Valley.

Irrigation districts are making efforts to improve canal safety through the installation of grab bars for those who have fallen into a canal. Safety can improve through education, outreach and publications.

13.15 Gravel Pits
The IDL regulates surface mining in the State of Idaho. Surface mining is the extraction of minerals from the ground by removing the soil and rock over the mineral deposits. A gravel pit is the term for an open pit or borrow for the extraction of gravel. There are no surface mines or gravel pits within in City limits. There are gravel pits in the Area of Impact. These are privately held properties and are responsible for their own security.

Every surface mining operation must maintain state water quality standards by implementing Best Management Practices (BMPs) to protect existing beneficial uses from nonpoint sources of pollution. Operations often use settling ponds or tailings ponds to recycle process water in a closed system. Discharge of process waters to any surface water requires a National Pollutant Discharge Elimination System (NPDES) Permit from the Environmental Protection Agency (EPA).

Upon completion of mining or concurrently on large operations, affected lands must be backfilled, graded, topsoil replaced if present, and stabilized with vegetation. Some areas are better left as ponds for wildlife habitats. The reclamation is planned as part of the overall mining operation at the time of permit approval.11

13.16 Underground Storage Tanks
Underground storage tanks (UST’s) means any one or combination of tanks (including underground pipes that are connected to them) that is used to contain an accumulation of regulated substances, and the volume of which (including the volume of connected underground pipes) is 10 percent or more beneath the surface of the ground. This does not include any farm or residential tank of 1,100 gallons or less capacity used for storing motor fuel for noncommercial purposes, tanks used for storing heating oil for consumptive use on the premises, or septic tanks. These tanks can pose a hazard when leaking. Several of the identified hazards in Nampa are due to leaking underground storage tanks.

13.16.1 Leaking Underground Storage Tanks in Idaho
Petroleum releases from ‘leaking underground storage tanks’ pose numerous potential threats to human health and the environment. Petroleum can seep into and through the soil to the water table. At the water table, these liquids can accumulate as a pool on top of the water because most substances in underground storage tanks (e.g., petroleum) are less dense than water. Here the chemicals can dissolve into and contaminate ground water and surface water. In Idaho, ground water supplies about 95% of the population's drinking water, so keeping it clean is a high priority. In addition, vapors from petroleum releases can be a health and safety concern within buildings and around construction workers.

13.16.2 DEQ’s Leaking Underground Storage Tank program
The Leaking Underground Storage Tank program provides for the oversight and cleanup of petroleum releases from state-regulated underground storage tanks. This oversight and cleanup process is guided by the following rules:

- Idaho’s Water Quality Standards (IDAPA 58.01.02.851 and 852)
- Idaho’s Rules Regulating Underground Storage Tank Systems (IDAPA 58.01.07.200)
- Standards and Procedures for Application of Risk Based Corrective Action at Petroleum Release Sites (IDAPA 58.01.24)

This process requires owners and operators of underground storage tanks to report suspected releases, investigate suspected releases, and determine if a confirmed release requires cleanup. In addition, the requirements describe when spills and overfills from an underground storage tank system must be reported and cleaned up. These rules also apply to petroleum releases from unregulated tanks.12

13.16.3 Residential Oil Tanks
Leaking tanks is a concern for the City and the State Department of Environmental Quality (DEQ). No regulations or rules address heating oil tanks on residential property unless a leak has been confirmed. DEQ does not regulate residential heating oil tanks or maintain an associated database. Although a residential heating oil tank may not be regulated for operation and maintenance purposes, if a release is found or occurs, the current property owner is responsible for the cleanup under state cleanup rules. A leaking underground residential heating oil tank—or even an empty one—can cause problems, as outlined below.

- The property owner can be held liable for damage caused by contamination from the tank system.
- Leaks can contaminate soil on the property and neighboring properties.
- Leaks can contaminate ground water and possibly the residence’s well water.
- Cave-ins can occur when tank walls collapse due to corrosion.
- Most lending institutions and buyers require closure of unused heating oil tanks before finalizing a residential sale.

The City building department regulates the use of underground storage tanks in the City of Nampa.13

13.17 Other Hazards
13.17.1 Transportation of Agricultural Products
Agricultural products are transported on Canyon County and the City of Nampa roads. Products include beets, onions, silage, milk, alfalfa, straw, seed, beef and others, generally on large semi-trucks. These items are shipped to markets or for processing during various seasons of the year. Slow moving farm equipment and vehicles present hazards to faster-moving vehicular traffic. Nampa honor’s its agricultural heritage and will continue to experience utilization of the roadway system for this purpose. Hazards can be mitigated using appropriate warning signage, pilot vehicles for wide loads and other demarcation required by the Department of Motor Vehicles. Farmers and the City should continue to work together to find solutions as the area grows.

13.17.2 Hazardous Materials Transportation by Truck or Rail
Construction materials, aggregates, fuels, chemicals, agricultural products and other items are transported by truck and rail regularly through the Nampa area. Transportation of these items presents potential hazards to vehicles on the road, populations near transit routes, and regional populations. The Department

12 Source: DEQ downloaded August 1, 2019 (http://www.deq.idaho.gov/waste-mgmt-remediation/storage-tanks/leaking-underground-storage-tanks/)
13 Source: DEQ downloaded August 1, 2019 (http://www.deq.idaho.gov/waste-mgmt-remediation/storage-tanks/underground-storage-tanks/)
of Motor Vehicles regulates transportation of these items. The City of Nampa should continue to find ways to reduce hazard exposure on local roads and highways.

13.17.3 Uncovered Loads
Title 49, Chapter 6 of the Idaho State Code states that vehicle loads need to be secured to prevent the load from becoming loose, detached or a hazard to other users of the highway. Any vehicle operating on a paved public highway with a load of dirt, sand or gravel susceptible to being dropped, spilled, leaked or otherwise escaping therefrom is required to be covered unless six inches of freeboard is maintained.

Government, quasi-government, agents, employees, contractors, etc., in performance of maintenance or construction of a highway are exempt from these requirements. The provisions do not apply to canal companies, irrigation districts, drainage districts or their boards of control, lateral ditch associations, water districts or other irrigation water delivery or management entities or operated by any employee or agent of such an entity, performing construction, operation or maintenance of facilities. They also do not apply to vehicles transporting unprocessed agricultural products, agricultural byproducts, agricultural materials or agricultural inputs.14

13.17.4 Storm Drainage Ponds
Storm drainage ponds if not designed and maintained appropriately, can retain water, create mud pits, or become nuisance areas with mosquito breeding. Engineering standards guide the design, installation and maintenance of these facilities.

13.17.5 Railroad Crossings
Railroad crossing signals are defined by the Federal Highway Administration as “highway control devices”. Railroad crossing signal installations and signal upgrades primarily are funded by federal safety funds, originally through “Section 130 funding,” but more recently under other titles. Idaho Department of Transportation (IDT) receives an allocation of federal money each year for grade crossing improvements. IDT is tasked to develop a system to determine a priority list for crossing safety improvements based on various factors. General considerations for prioritization include the following:

- Vehicle traffic count at the crossing.
- Types of vehicles using the crossing.
- Number of daily trains each way.
- Collision history at the crossing.

Railroads maintain active warning signals and crossbuck, multiple track, whistle and emergency notification signs. IDT and the City of Nampa maintain all other signage including stop signs, yield signs, advance warning signs and pavement markings.15

13.17.5.1 Railroad Crossing Accidents
94% of all rail-related fatalities and injuries occur at railroad crossings or due to trespassing. From 2012 to 2017, the annual number of trespass-related pedestrian fatalities increased 18 percent, from 725 people killed in 2012 to 855 in 2017. In calendar year 2018, 324 pedestrian trespass fatalities had occurred by July 31, 2018. Data indicates that the number of trespassing occurrences each year

14 Source: Idaho State Code, Title 49, Chapter 6 Rules of the Road downloaded July 31, 2019 (https://legislature.idaho.gov/statutesrules/idstat/Title49/T49CH6/SECT49-613/)

15 Source: Union Pacific Railroad ‘Railroad Crossings in our Communities’ downloaded August 1, 2019 (https://www.up.com/aboutup/community/safety/railroadcrossings/index.htm)
far exceeds the number of fatalities and injuries. This raises serious concern of the potential for even more trespasser accidents.\textsuperscript{16}

In 2018, The Federal Railroad Administration (FRA) produced a report to Congress entitled ‘National Strategy to Prevent Trespassing on Railroad Property’. The report focuses on four strategic areas:

- Data gathering and analysis
- Community site visits
- Funding
- Partnerships with stakeholders

It is anticipated that this effort will enable FRA to target its resources to trespassing "hot spots"; help FRA to learn more about the specific local circumstances that contribute to trespassing; help FRA and its partners implement and evaluate targeted mitigation strategies; provide funding will support community-based efforts to deter trespassing; and build strong and enduring partnerships with communities, law enforcement, railroads, and other organizations with a shared interest in saving lives.\textsuperscript{17} The City should work with the FRA to ensure safety around railroad crossings.

13.17.5.2 Local Crossings

There are 66 public and private railroad intersections within the Nampa City limits. At some intersections the roadway intersects the crossing at an angle creating a blind corner for drivers. The FRA has ranked 23 railroad intersections in Nampa based on accident incidents and the intersection’s physical characteristics. Intersections with the highest accident prediction values are Robinson Boulevard and Happy Valley Road.\textsuperscript{18}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{Exhibit13-12.png}
\caption{Exhibit 13-12: Ten Year Trend for Accident Reductions}
\end{figure}

\begin{itemize}
\item \textsuperscript{16} Source: Union Pacific Railroad ‘Railroad Crossings Safety and Trespass Prevention downloaded August 1, 2019 (https://www.fra.dot.gov/Page/P0841)
\item \textsuperscript{17} Source: FRA entitled ‘National Strategy to Prevent Trespassing on Railroad Property’ October 2018 downloaded August 1, 2019 (https://www.fra.dot.gov/eLib/Details/L19817)
\item \textsuperscript{18} Federal Railroad Administration (https://safetydata.fra.dot.gov/officeofsafety/default.aspx)
\end{itemize}
Exhibit 13-13: Railroad Crossing Deaths and Incidents from 2006-2015

13.18 Brownfields
Brownfield sites are defined by the United States Environmental Protection Agency as a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. The City of Nampa currently has no brownfield sites on the Idaho DEQ list of brownfields. The City should investigate any abandoned industrial sites as areas known for underground storage tanks for possible brownfield sites.

13.19 Hazardous Waste Collection
Hazardous waste is deleterious to public health. Improper disposal increases the potential of tainting aquifers, endangering wildlife and polluting the environment. Appropriate collection of hazardous waste for special disposal and containment prevents these types of contamination. Wastes that should be collected include, and are not limited to: oil-based paints, household batteries, paint thinners, used motor oil, herbicides, cleaners, insecticides, solvents, cleaning products, lawn chemicals, pesticides, old petroleum-based fuels, antifreeze, pool chemicals, electronics, hobby chemicals, aerosol paints, mercury, fluorescent lamps blubs, medical prescriptions, automotive batteries, etc. Nampa should continue to implement recycling of hazardous waste while updating the list of items that should be collected.

13.20 Land Use Impacts
The City regulates development and has adopted construction standards that are enforced within the City. When hazardous conditions are present, additional safeguards are imposed. Residential or other types of intensive development should not be permitted in hazardous areas, unless the hazards can be sufficiently mitigated. In addition, hazards from floodplain, unstable soils, geological instability, commercial

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19 Source: https://www.epa.gov/brownfields/overview-epas-brownfields-program
and industrial zones, should be minimized with a buffer area of open space between the hazards and the development.

13.21 Waste Remediation Facility Mapper

The Idaho Department of Environmental Quality’s Waste Management and Remediation Division oversees various sites and facilities that generate or manage wastes or have released wastes into the environment and require remediation. The division categorizes sites into various regulatory programs, which include the following:

- Leaking underground storage tanks (LUST)
- Underground storage tank (UST)
- Resource Conservation and Recovery Act (RCRA)
- Brownfields Program (BF)
- Voluntary Cleanup Program (VCP)
- National Priority List (NPL)
- Installation Restoration Program (IRP)
- Formerly used defense sites (FUDS)
- Mine sites (preliminary assessment, cyanidation permitting, phosphate mines, remedial action, and general/new mining)
- Industrial Preliminary Assessment
- Solid waste (SW)
- General remediation (GR)

The Facility Mapper, developed in partnership with Terradex, Inc., serves the general public, local governments, environmental consultants, and others interested in finding the location and additional details regarding remediation sites and facilities managed by regulatory programs within the Waste Management and Remediation Division. In addition, the Facility Mapper provides information on which remediation sites across the state have had activity and use limitations (AUL) implemented on their property in the form of environmental covenants.
Source: ID DEQ ‘Waste Remediation Facility Mapper’ snapshot taken August 1, 2019
(https://www.deq.idaho.gov/waste-mgmt-remediation/remediation-activities/facility-mapper/)
13.22 Disaster Response

The goals of emergency management are to save lives, prevent injuries and protect animals, property and the environment if an emergency occurs. Canyon County Emergency Management (CCEM) is responsible by Idaho statute for carrying out emergency management and coordination functions, disaster mitigation, planning, preparedness, response and recovery efforts in the event of an emergency in the county. CCEM is also responsible for maintaining and emergency operations center, located in Caldwell, to provide a coordinated emergency response. A key tool in emergency response is the ability to alert residents as quickly as possible about emergency conditions. The primary component used to alert Canyon County residents is the Emergency Alert System which is broadcast over local radio and television stations. Canyon County also has a Local Emergency Planning Committee. CCEM provides coordinating support to this organization which holds monthly meetings around the county. CCEM supports and coordinates Citizen Corps activities across the county. The Citizen Corps affiliates include USA on Watch-Neighborhood watch, CERT-Community Emergency Response Teams, Fire Corps, MRC-Medical Reserve Corps, and VIPS-Volunteers in Police Service. Nampa employees should be trained in the FEMA National Incident Management System, Incident Command System and First Aid.

Chapter Thirteen Objectives and Strategies

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

Nampa 2040 Comprehensive Plan - Chapter 13
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

= Key Strategies

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>
</tr>
</thead>
<tbody>
<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>
</tr>
<tr>
<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>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<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>
</tr>
<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>
</tr>
</tbody>
</table>
14.1 Section “Q” Terms

14.1.1 Airport - Airport means any area of land or water, which is used, or intended for use, for the landing and take-off of aircraft, and any appurtenant areas, which are used, or intended for use, for airport buildings or other airport facilities or rights-of-way, together with all airport buildings and facilities located thereon. The term “airport” shall include such other common terms as aviation field, airfield, intermediate landing field, landing field, landing area, airstrip, and landing strip. For the purposes of this chapter, the term “airport refers to a publicly owned and magnified facility that is open to for public use without operational restrictions on its use.

14.1.2 Airport Master Plan - “An analysis prepared with assistance from the Idaho Transportation Department Division of Aeronautics, if requested by the planning and zoning commission, and the manager or person in charge of the local public airport identifying, but not limited to, facility locations, the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community”.

14.1.3 Aviation hazard - Aviation hazard means any new or existing structure, object of natural growth, use of land, or modification thereto. An aviation hazard endangers the lives and property of users of an airport, or of occupants of land in its vicinity, and that reduces the size of the area available for landing, taking off and maneuvering of aircraft. An aviation hazard may extend up into the airspace between airports to cause disastrous and needless loss of life and property.

14.1.4 Public Use Airport – An airport open to the public without prior permission and without restrictions, within the physical capabilities of the facility.

14.1.5 Private-Use Airport – An airport that is typically not open to the public or operated for the public benefit. It often requires prior permission or has restrictions such as ‘Use at Your Own Risk.’

14.1.6 Public Owned Airport – An airport owned by a public agency, such as the Federal Government or a state, or a municipality, another political subdivision, or a tax supported organization.
14.1.7 Private Owned Airport – An airport owned by an individual, corporation, or company that could be Public or Private Use.

14.2 Background
Development of the Nampa Municipal Airport began in 1929 on an 80-acre tract of land leased, with an option to buy, by the Airport Committee of the Nampa Chamber of Commerce. The original plan for the airport called for three runways aligned to take advantage of prevailing winds. In the early 1940’s, Runway 12-30 was constructed and consisted of a gravel base with an asphalt surface. The terminal building was a former World War II barracks. Runway 11-29 was constructed in 1974. The runway was 4,050 feet long and 75 feet wide and was equipped with medium intensity runway lights (MIRL). Runway 12-30 was demolished, and aircraft parking and storage facilities were also created.

Over the years several improvements to the airport were completed including additional tie-down apron space, taxiways, an access road, automobile parking, a new terminal facility, extension of Runway 11-29 to 5,000 feet, Precision Approach Path Indicators (PAPI), additional land acquisition, fencing and drainage. In addition to an Airport Manager (Airport Superintendent per City of Nampa), an Airport Advisory Commission consisting of five members also advises the mayor and city council in the planning and development of the airport and set policies.  

14.3 Governance
Nampa Municipal Airport is owned and operated by the City of Nampa. The Airport Division rests under the Public Works Department. All aeronautical activities at or adjacent the Nampa Municipal Airport conform to the current provisions of Federal Aviation Administration Regulations, 14 CFR and the following rules and regulations adopted by the City of Nampa Airport Commission and approved by the City of Nampa City Council.

14.4 National Plan of Integrated Airport Systems (NPIAS)
The National Plan of Integrated Airport Systems (NPIAS) identifies nearly 3,330 existing and proposed airports that are included in the national airport system, the roles they currently serve, and the amounts and types of airport development eligible for Federal funding under the Airport Improvement Program (AIP) over the next 5 years. The FAA is required to provide Congress with a 5-year estimate of AIP eligible development every two years. The NPIAS contains all commercial service airports, all reliever airports, and selected public-owned general aviation airports. Nampa Municipal Airport is designated as General Aviation Airport in the NPIAS report and is eligible for federal funding under the Airport Improvement Program (AIP). General aviation airports are those that do not receive scheduled commercial service and are important to rural areas.

The airport is located approximately 1.5 miles northeast of the center of the City of Nampa. The Airport is comprised of 242 acres, has over 330 based aircraft and handles approximately 92,000 operations annually. Fixed base operators (FBO’s), including one full-service operator, provide fueling, flight schools, aircraft maintenance, and avionics services to a variety of based and visiting aircraft. Aeronautical use buildings house airport administration, FBO’s and other tenants. Buildings include a 3,900 sq. ft. General Aviation Terminal occupied by a full service FBO with public lounge, restaurant, restrooms, a pilot planning room and pilot shop; 41 shade hangars; 157 T-hangars units; and 278,810 square feet of bay or conventional hangar space. The facilities are good condition. In addition, the airport contains 121 tie-down positions.

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1 Source: (Nampa 2010 Airport Master Plan, Ch 2.1.1-3)  
3 Source: (Nampa 2010 Airport Master Plan, Ch 2)
14.5 Importance and Regulation of Airport

Nampa Municipal Airport is an integral part of Nampa’s transportation connection to the region, state and nation. The airport is an important asset to the community in terms of commerce, emergency services and economic development. The land uses surrounding the airport are required to be compatible with airport operations and comply with FAA and state regulations. These land use restrictions affect residential, commercial and industrial uses.

14.6 Airspace

Airspace in the United States is classified as controlled, uncontrolled, special use, and other. The airport is located within Class E airspace with a ceiling 700 feet above the surface. The airport has no special restrictions with respect to pilot or aircraft equipment rules. However, it is controlled airspace, meaning that aircraft can be provided with air traffic control services. Military Operations Areas (MOA’s) and Restricted Areas pose regulatory constraints as they are either restricted to use by military aircraft during certain hours of operation or are limited for use by an enroute air traffic control center during certain hours. There are no MOA’s or Restricted Area within the immediate vicinity of Nampa Municipal Airport. The closest regulated areas are Owyhee MOA, Janbridge MOA, and Restricted Areas R-3203A&B, and R-3202, located 20-55 nautical miles to the south and southeast.

14.6.1 Federal Airspace Related Regulations

Title 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, provides the basis for airspace protection requirements at public-use airports at the federal level by identifying and defining critical airspace surfaces around airports. Airspace requirements are determined by the weight of the aircraft that predominantly operate at an airport and the type of instrument approach, existing or planned.

14.6.2 State of Idaho Airspace Related Regulations Idaho Code, Title 21, Aeronautics, Chapter 5 – Airport Zoning Act

Title 21, Chapter 5, Airport Zoning Act, of Idaho Code establishes state authority to prevent the establishment of Aviation Hazards contrary to the public interest in the State of Idaho. Per Title 21, an Aviation Hazard is defined as the following:

“Aviation hazard” means any new or existing structure, object of natural growth, use of land, or modification thereto, which endangers the lives and property of users of an airport, or of occupants of land in its vicinity, and that reduces the size of the area available for landing, taking off and maneuvering of aircraft, or extends up into the airspace between airports to cause disastrous and needless loss of life and property.” Title 21, Chapter 5, grants authority to the Director of the Idaho Transportation Department to mitigate impacts of aviation hazards to air flight including the prevention or removal of structure that may become or present an obstruction to airspace.

14.6.3 Idaho Administrative Code (IDAPA) Code 39, Title 4, Chapter 2 - Rules Governing Marking of Hazards to Air Flight (IDAPA 39.04.02)

Establishes the requirements for marking of hazards to air flight through the airspace of and over the state of Idaho in order to protect and ensure the general public safety, and the safety of persons operating, using or traveling in aircraft.

14.6.4 State of Idaho Airspace Related Grant Assurances

State Assurance #23

The Sponsor should have compatible land use and height restrictive zoning for the airport to prevent incompatible land uses and the creation or establishment of structures or objects of natural growth which
would constitute hazards or obstructions to aircraft operating to, from, on, or in the vicinity of the subject airport.\textsuperscript{4}

14.7 Airport Hazards and Land Use Considerations

The avoidance of hazards is an important factor in maintaining safe airport operations and a safe community. It requires competent land use planning and a multi-jurisdictional approach. Effective, comprehensive land use compatibility plans take such considerations into account and incorporate both height restrictive and basic land use restrictions via zoning. Coupled with other proactive measures, such as voluntary noise abatement programs and selective fee-simple land acquisition, proactive planning around the airport will protect both the airport and the surrounding community. It is important to point out there is a very distinct difference between height restrictive zoning and basic land use zoning. As its name implies, height restrictive zoning to protect airport airspace generally has the intent of protecting the airspace around an airport from objects or structures which may pose hazards to aircraft operators. On the other hand, the intent of land use zoning should be to prevent incompatible land uses near an airport where the impacts of airport operations, such as noise, dust, fumes, and/or aircraft accidents, can have a potentially negative impact on that land use or the impact of the incompatible land use can have a potentially negative impact on the airport.

14.7.1 Encroachment of Incompatible Development

One of the greatest threats to the viability of the Nampa Municipal Airport is the encroachment of incompatible land uses. Nampa Municipal Airport is surrounded by industrial, commercial, some heavy industrial and residential land use. Garrity Boulevard is a busy arterial road that flanks the northern boundary of the airport. The intersection of N Kings Road and Garrity Blvd. has a controlled signalized intersection. There are several tall structures within 5 nautical miles of the airport that extend to a height of 214 to 397 above ground level. These do not lie within the runway approaches to the airport and therefore do not severely impact the operational capacity of the airspace. There are no structures or towers that exceed 1,000 feet above ground level within the 5 nautical mile range. FAA and Idaho Transportation Department Aero have been working with Nampa’s airport to strengthen airport land use compatibility policies and practices to reverse this trend.

Other hazards that require attention of planners:
- radio interference
- solar panels
- wildlife attractors
- high congregations of people
- cell phone towers

In general, hazards can be avoided through good land use planning and multi-jurisdictional cooperation. These include restrictions on the heights and function of buildings, limiting standing human presence within takeoff and landing zones, maintenance and limitation of vegetation within the airport vicinity to control bird hazards, planning for contingencies that require emergency services, good airport security, well-functioning airport operations and administration, regular communication and planning with the other municipalities, Canyon County, the FAA and other agencies.\textsuperscript{5}

14.8 Airport Master Plan

The City of Nampa, with the assistance of a consultant, is updating its airport master plan. The plan will look at the present facility, previous master plan completed in 2010 and what the Nampa Airport needs to meet


future demands. Hanger shortages, safety in the runway protection zone, and better instrument landing equipment improvements may be under consideration. The Plan is scheduled for completion in fall 2019.

14.9 Future Development in the Vicinity of The Airport
Future development in the vicinity of the airport depends upon the planning and zoning land use designations and limitations placed on land uses that are required for the safety of airport operations and local community. These limitations will be developed in the form of a Specific Plan overlay with restrictions on uses, building heights, etc.

14.9.1 Risk of Inverse Condemnation
Property rights are one of the most important considerations when conducting comprehensive planning and land use zoning. Both the Fifth Amendment to the United States Constitution and Article I, section 14 of the Idaho State Constitution address private property rights asserting that private property may not be taken for public purposes without just compensation. In addition, the first required item in the Comprehensive Planning process is an analysis of Property Rights.
Idaho Code 67-6508 (a) states:
(a) Property Rights -- An analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.

In the case of implementing zoning around airports, Nampa will work with the community and its jurisdictional partners to assure safety of the community and airport operations.

Please See Glossary “Public Airport Facilities” ‘Appendix A’ for detailed Definitions and Terms, ‘Appendix B’ for Individual and Planning and Zoning Notification Requirements and ‘Appendix C’ for Coordination with Adjacent Political Subdivisions.

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 Compatible 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

= Key Strategies

Chapter Fourteen Action Items

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1</td>
<td>Implement the recommendations of the Airport Master Plan</td>
<td>Airport, Engineering, Planning and Zoning</td>
<td>Staff Time</td>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<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>
<td>Safety, Infrastructure, Economic Opportunity</td>
</tr>
<tr>
<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>
</tr>
</tbody>
</table>
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
The following specific area plans have been completed:
- Central Nampa Revitalization Blueprint (adopted August 2004)
- Downtown Streetscape Plan (adopted May 2015)
- Nampa Historic District Sub-District Design Guidelines
- North Nampa Revitalization Strategy (adopted April 2008)
- Old Nampa Neighborhood District Plan (adopted January 2003)
- University District Neighborhood Plan (adopted January 2009)
- Northeast Nampa Gateway District Plan (adopted April 2017)
- Lake Lowell Bicycle and Pedestrian Plan (Adopted 10/2016)

Many of these plans are aging and require review and updating from time to time.

The areas listed below were identified by Staff and the Comprehensive Plan Review Advisory Committee as needing additional detailed planning.

15.1.1 Karcher Mall/Treasure Valley Marketplace – Geographic analysis of businesses, industries and transportation connections and surrounding development. Considers commerce activity, future development and connectivity of this area on Midland, Karcher and Caldwell Boulevard.

15.1.2 Lake Lowell / Deer Flat Area – Geographic/Ecological Considers implications of an Area of City Impact expansion, future development of the area, potential to preserve areas for conservation, access and impacts of encroaching development to Lake Lowell and the Deer Flat Wildlife Area.

15.1.3 Caldwell Blvd. – Studies the geospatial relationships of various land uses on this important commercial and industrial corridor. Makes recommendations about approaches to future improvements and land uses specific to this area. As one of Nampa’s Gateways, the study should consider options for future connections to I-84 and Caldwell.
15.1.4 Airport District – This study will analyze geographic and socioeconomic issues around the Nampa Airport. It should make recommendations based on the Airport Master Plan. The study will make recommendations about land uses, opportunities for existing neighborhood improvements and connections to Garrity, Happy Valley, Victory, Kings and other major roadways.

15.1.5 Southwest Nampa – This will be a geographic study that will consider opportunities to address the specific needs of this area – in particular, the impacts of large areas of residential suburban development on traffic, safety, socioeconomic conditions, public facilities, parks, safety and environmental factors.

15.1.6 Southeast Nampa - This will be a geographic study that will consider opportunities to address the specific needs of this area – in particular, the impacts of large areas of residential suburban development on traffic, safety, socioeconomic conditions, public facilities, parks, safety and environmental factors.

15.1.7 Highway 20/26 Corridor/North Nampa – This study will require coordination with Canyon County. This area is largely agricultural with encroaching development. The 20/26 Corridor connects Caldwell to Boise and is a regionally important corridor. The study will consider the future of this area and propose specific guidelines for development. It will also propose specific planning for the Boise River and associated floodway.

15.1.8 Highway 16 Corridor – This corridor is planned and will develop in the future. This study will consider the specific issues facing this corridor and address utility, land use, connectivity, economic opportunities, and proximity continuity with Meridian.

15.1.9 S Midland Blvd – The majority of this corridor is designated as residential on the comprehensive plan future land use map. The corridor itself is identified as a minor arterial and is a main north/south connection for the west side of the city. S Midland Blvd moves a large amount of traffic daily and needs widening. This study will try to coordinate city and neighborhood goals and visions for this area. It will look to address land use, safety, access for private and public landowners and connectivity issues due to limited pavement width.

15.1.10 Hwy 45 realignment – (Yale St., 7th St South, Hwy 45) – Expand on the 2009 Downtown Alternatives Analysis by studying the corridor to determine the best way to connect to a regional high-capacity transit system, channel truck traffic away from downtown, improve traffic flow and enhance economic development in the downtown.

15.1.11 Mobile Home Park Study – This study will locate mobile home parks in Nampa. A GIS map will be generated indicating the location mobile home parks and how many units are located in each of these facilities.

15.2 Guidelines and Standards
15.2.1 Nampa Gateways – These guidelines will establish guidelines for landscaping, signage, and other gateway features for each of the access points into the City of Nampa.

15.2.2 Mixed Use Development – This study will provide guidelines and standards for development of the following:
- Master Planned Communities
- Smart Growth and Transit-Oriented Development
- Planned Unit Development
- Village Development
The standards and guidelines will be developed with coordination between City Leaders, the development community, City Staff and the public.

15.2.3 Limited Commercial Development in Medium- and High-Density Residential Zones – These guidelines and standards will apply to ‘limited scale’ commercial development in residential zones. The guidelines will outline uses that are and are not allowed, scale and location of developments, operational restrictions, role of this type of development and other factors. The types of the development included in study are:
- Infill
- Medium Density Residential land use settings
- High Density Residential land use settings
- Redevelopment

15.2.4 Density-based Residential Development - These guidelines and standards will discuss how Nampa can utilize floating zones to achieve community objectives in residential development through density-based development rather than lot size in single-family residential zones.

15.3 Utility and Resource Assessments

15.3.1 Transmission Line Corridor needs assessment – As Nampa continues to expand and grow, delivery of power transmission services will be evaluated by Idaho Power. This assessment will be coordinated with Idaho Power to find the best locations for transmission substations and other necessary facilities.

15.3.2 Natural Resources Assessment – This study will be coordinated with Canyon County to perform a Natural Resources Audit and provide an open space plan that identifies areas that are valuable for various open space and agricultural needs. This will not provide an overlay but will provide recommendations on the conservation and preservation of key open space area in the Nampa Area of City Impact.

15.3.3 Aquafer Recharge Assessment – As Nampa continues to spread over irrigated agricultural land, the recharge to aquifers will be impacted. This study will be coordinated with Canyon County, the irrigation districts and the State of Idaho to determine the impacts and mitigation for the loss of recharge potential in the Nampa Area of Impact.
Exhibit 15.1 – New Specific Area Plans

- Treasure Valley Marketplace/Karcher Mall
- Highway 20/26 Corridor
- Highway 16 Corridor
- Caldwell Blvd. 7th St. South
- SE Nampa
- Lake Lowell/Deer Flat Area
- Midland Blvd.
- SW Nampa
- Airport District
- Nampa

Nampa 2040 Comprehensive Plan - Chapter 15
Executive Summary

The Future Land Use Map is a series of statements presented in graphic form, indicating what the community would like to see itself become. Idaho State Law states

“It shall be the duty of the planning or planning and zoning commission to conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan, hereafter referred to as the plan. The plan shall include all land within the jurisdiction of the governing board. The plan shall consider previous and existing conditions, trends, compatibility of land uses, desirable goals and objectives, or desirable future situations for each planning component” (Idaho State Statute § 67-6508)

In 2011 – the City embarked on a robust public process to create the 2035 Comprehensive Plan Future Land Use Map. The 2040 Update to the Future Land Use Map utilizes the 2035 Future Land Use Map as a basis for proposed changes. Changes to the map were proposed by the Comprehensive Master Plan Update Committee, City staff, elected officials and input from the public.

Making Changes to the Future Land Use Map

The Future Land Use Map is a living document that will be changed from time to time as the community develops. All future land use decisions refer to the Future Land Use Map to determine compatibility with proposed uses and future adjacent uses. The Planning and Zoning Commission hears and makes recommendations to the City Council about any proposed changes to the Future Land Use Map.
Comprehensive Plan Process

The Comprehensive Plan's purpose
While the Comprehensive Plan provides a basic planning framework and establishes a vision for the future of the community, master plans, policy manuals and city code provide detailed information necessary for implementation of the Comprehensive Plan. The City will implement the chapter goals, objectives, policies and implementation recommendations through careful and strategic use of various planning tools such as Nampa’s general ordinances, official map, annexation policy, transportation plan, capital improvement program, and the City’s strategic plan.

The act of Comprehensive Planning is an involved process, designed to reflect the needs and desires of the community for its benefit. A plan should give the public, businesses and government agencies a clear understanding of the City’s intentions and desires regarding its future development, which will lead to greater cooperation and minimize potential conflicts. The plan is intended to be a set of positive, rather than restrictive statements concerning what the City of Nampa wishes to be and to accomplish. The goal of the plan is to introduce long-range consideration into the determination of short-range actions.

Although the year 2040 is used as a planning reference date in the plan, it is related more to circumstances than to a specific future date. Due the incremental, gradual and often unpredictable nature of community development, no fixed date can apply to all the objectives, strategies and proposals expressed in the plan. To address this, the City is taking a proactive approach and selecting certain objectives and strategies that it believes formulate a reasonable body of work over a 5-year period. These specific strategies are highlighted in action plans at the end of each chapter. Coupled with this work, the City Council developed a Strategic Plan framework. The focus areas of the strategic plan are Safety, Infrastructure and Economic Opportunity. Each of the Action items have been identified as one or more of these focus area objectives.

Making Changes to the Comprehensive Plan
Planning is a continuous process. As conditions change and new information becomes available, objectives and priorities of the City may change and goals, objectives and strategies may be modified. This Plan is intended to be the public growth policy of the City of Nampa and as such, must be responsive to change, forward-looking and be publicly supported. It should be regularly reviewed and revised if necessary, to reflect the community’s changing attitudes and desires.

The Comprehensive Plan should not be viewed as a final statement of the City’s vision. In time the population will change, the goals may be redefined and the physical environment in which its residents live and work will be altered. This Plan simply represents a consensus at a point in time on planning issues and strategies. As a result, it is recommended that the Plan be periodically revised to respond to and reflect changing conditions.

Comprehensive Plan Structure
The Comprehensive Plan contains a narrative representing fourteen planning components (National Interest Electric Transmission Corridors is included in the Public Services, Facilities, and Utilities Chapter) and each component is developed into chapters that include broad goal areas, objectives and strategies and
Goals, Objectives, Strategies and Action Items

**GOALS:**
Goals usually are stated in broad terms to reflect community wide values. The ultimate purpose of a goal is stated in a way that is general in nature and immeasurable. They provide the community a direction in which to travel, not a location to reach.

**OBJECTIVES:**
The objectives statement defines the meaning of the goal; describes how to accomplish the goal and suggests a method of accomplishing it. It advances a specific purpose, aim, ambition or element of a goal.

**STRATEGIES:**
Strategies are specific statements that guide implementation.

**ACTION ITEMS:**
These are strategies with assigned departments for accountability with the caveat that actions meet the intent of the strategic focus areas.

The Comprehensive plan will identify technical needs, community aspirations and sources, while the elected and appointed officials will identify funding opportunities though the city’s capital facilities plan (CIP) and the annual budget processes.

The Nampa Comprehensive Plan is the primary document which guides and controls land use within the City of Nampa and its Area of City Impact. It is also the plan that identifies and expresses the quality of life that Nampa residents desire. The purpose of the Comprehensive Plan is to integrate the concerns and expressions of the community into a document that recommends how the City should grow and develop. All legislative requirements, specifically the Idaho Local Planning Act must also be addressed in the plan. The plan uses maps and narrative to describe the City, provides a vision of a desired future, and recommends specific measures to reach that future. The components specified in the Idaho Code include:

**Framework of law requiring Comprehensive Planning**
The Local Land Use Planning Act (LLUPA), which was first adopted in 1975 by the Idaho Legislature, describes the purpose of the Act and mandates that all cities and counties develop a Comprehensive Plan and the Act identifies the chapters that should be placed in the plan. The Act did not tell local government how the plan should be developed, where they should get their information or how the plan should be assembled. That would be the responsibility of each jurisdiction.

IDAHO CODE SECTION 67-6508. PLANNING DUTIES state that: “It shall be the duty of the planning department or planning and zoning commission to conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan, hereafter referred to as the plan. The plan shall include all land within the jurisdiction of the governing board. The plan shall consider previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each
planning component. The plan with maps, charts, and reports shall be based on the following components as they may apply to land use regulations and actions unless the plan specifies reasons why a particular component is unneeded.

(a) Property Rights -- An analysis of provisions which may be necessary to insure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.

(b) Population -- A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.

(c) School Facilities and Transportation -- An analysis of public-school capacity and transportation considerations associated with future development.

(d) Economic Development -- An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.

(e) Land Use -- An analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction.

(f) Natural Resource -- An analysis of the uses of rivers and other waters, forests, range, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines.

(g) Hazardous Areas -- An analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snowslides and avalanches, and floodplain hazards.

(h) Public Services, Facilities, and Utilities -- An analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and firefighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.

(i) Transportation -- An analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor, aviation, and other related transportation facilities.

(j) Recreation -- An analysis showing a system of recreation areas, including parks, parkways, trailways, river-bank greenbelts, beaches, playgrounds, and other recreation areas and programs.

(k) Special Areas or Sites -- An analysis of areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.

(l) Housing -- An analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary, and adequate housing, including the provision for low-cost conventional housing, the siting of manufactured housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community.
(m) **Community Design** -- An analysis of needs for governing landscaping, building design, tree planting, signs and suggested patterns and standards for community design, development, and beautification.

(n) **National Interest Electric Transmission Corridors** -- After notification by the public utilities commission concerning the likelihood of a federally designated national interest electric transmission corridor, prepare an analysis showing the existing location and possible routing of high voltage transmission lines, including national interest electric transmission corridors based upon the United States department of energy’s most recent national electric transmission congestion study pursuant to sections 368 and 1221 of the energy policy act of 2005. “High-voltage transmission lines” means lines with a capacity of one hundred fifteen thousand (115,000) volts or more supported by structures of forty (40) feet or more in height.

(o) **Public Airport Facilities** — An analysis prepared with assistance from the Idaho transportation department division of aeronautics, if requested by the planning and zoning commission, and the manager or person in charge of the local public airport identifying, but not limited to, facility locations, the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community.

(p) **Implementation** -- An analysis to determine actions, programs, budgets, ordinances, or other methods including scheduling of public expenditures to provide for the timely execution of the various components of the plan.

Proposed Changes from the 2035 Future Land Use Map

There were several changes made to the 2035 Future Land Use Map based on several inputs received over the course of the Comprehensive Plan Update process. Each of the changes were made to reflect what is happening on the ground, to indicate known upcoming future uses, accommodate revisions to the map legend that consolidates the number of land use setting designations, and responds to citizen feedback about managing growth and the associated impacts. Many of the changes were made to allow for the location of services near residential areas to reduce drive times and mitigate traffic issues. Others were made to ensure that industrial land is being preserved. Mixed Use is located near transportation corridors to provide opportunities for employment centers, live-work, regional access and lessen impacts on residential areas. Each change is documented as follows:

List of Changes to the Future Land Use Map

The ‘Public’ Land Use setting was renamed to ‘Education, Public Administration, Health Care and Other Institutions’

1. The Business Park designation was eliminated and included in the Community Mixed-Use designation.
2. Highway Commercial designation was eliminated. Community Mixed-Use offers commercial uses with other land use opportunities.
3. This area is adjacent to High Density Residential. The change in this designation allows for residential-scale mixed-use development instead of sing-use development to provide services to both areas.
4. Reflects what is on the ground and will likely not change over time.
5. Reflects what is on the ground and will likely not change over time.
6. The Neighborhood Commercial designation was eliminated. With its location on CanAda Road and Ustick Road, both arterial roadways, this area has potential for several mixed-use regional elements. For these reasons, this area was designated Community Mixed-Use.
7. This area is slated for residential development.
8. Reflects what is on the ground and will likely not change over time.
9. Reflects what is on the ground and will likely not change over time.
10. There are a mix of commercial uses in this area currently with the remainder is developing as commercial.
11. This is currently part of the Idaho Center Parking Lot. Redevelopment of this into commercial along Idaho Center Boulevard will provide after-venue opportunities for the Idaho Center.
12. This change reflects how this area is developing.
13. This is on the Highway 16 proposed extension. Mixed-use designation allows for appropriate regional commercial, employment center and business park development on this corridor.
14. This is on the Highway 16 proposed extension. Mixed-use designation allows for appropriate regional commercial, employment center and business park development on this corridor. High Density Residential would be more appropriate with a buffer of the above uses from the highway.
15. Reflects what is on the ground and will likely not change over time.
16. The Business Park designation was eliminated and included in the Community Mixed-Use designation.
17. This is a mobile home community that, if sold, would be developed into a High-Density development that would match adjacent land uses.
18. This area has light commercial and residential uses and is anticipated to add more light-industrial uses in the future. The Community Mixed-Use designation allows a mix of these uses in the same area.
19. This area is slated for an industrial park. The Community Mixed-Use designation allows for this type of use.
20. Robinson Road will be the connector to I 84/Hwy16 connector. Community Mixed-Use will allow for the type of regional-based development appropriate for this corridor.
21. This area has light commercial and residential uses and is anticipated to add more light-industrial uses in the future. The Community Mixed-Use designation allows a mix of these uses in the same area.
22. Reflects what is on the ground and will likely not change over time.
23. Reflects what is on the ground and will likely not change over time. Low-density residential surrounds this area.
24. The Employment Center designation was eliminated. This reflects what is on the ground and will likely not change over time.
25. The Employment Center designation was eliminated. This reflects what is on the ground and will likely not change over time.
26. The Employment Center designation was eliminated and included in the Community Mixed-Use designation.
27. This change reflects recent interest in this parcel for residential development. The mixed-use designation would allow buffering from the railroad with commercial, office or other non-residential uses that are allowed in that designation.
28. Employment Center was eliminated. This stretches the adjacent Medium Density Residential land use setting over this area.
29. It is anticipated that this area will build out as residential to match the adjacent residential settings.
30. The Neighborhood Commercial designation was eliminated. The 2040 Comprehensive Plan suggests that some limited neighborhood-scale commercial be allowed in the Medium-Density Residential designations (see Chapter 5.4.1.4).
31. Reflects what is happening on the ground and will likely not change over time.
32. Reflects what is on the ground and will likely not change over time.
33. This is consistent with the development patterns in this area. Other uses would conflict with current development.
34. This is consistent with the development patterns in this area. Other uses would conflict with current development.
35. Reflects what is on the ground and will likely not change over time.
36. This was a small Low-Density pocket surrounded by Medium Density Residential. This change reflects what type of development would fit in this area.
37. This area is a developing Medium-Density residential area and will not likely develop into an Employment Center or denser development.
38. Removed
45. Reflects what is on the ground and will likely not change over time.
46. Reflects what is on the ground and will likely not change over time.
47. Reflects what is on the ground and will likely not change over time.
48. Reflects what is on the ground and will likely not change over time.
49. This increases the density to match other uses adjacent to this area.
50. This area is a developing Medium-Density residential area and will not likely develop into an Employment Center or denser development.
51. This increases the density to match other uses adjacent to this area.
52. Reflects what is on the ground and will likely not change over time.
53. Reflects what is on the ground and will likely not change over time.
54. Reflects what is on the ground and will likely not change over time.
55. This is the Midway Sports Park.
56. The Neighborhood Commercial designation was eliminated. The 2040 Comprehensive Plan suggests that some limited neighborhood-scale commercial be allowed in the Medium-Density Residential designations (see Chapter 5.4.1.4).
57. Reflects what is on the ground and will likely not change over time.
58. The Neighborhood Commercial designation was eliminated. The 2040 Comprehensive Plan suggests that some limited neighborhood-scale commercial be allowed in the Medium-Density Residential designations (see Chapter 5.4.1.4).
59. The Employment Center designation was eliminated. The adjacent Medium Density Residential designation was ‘stretched’ over this property to create compatibility.
60. Reflects what is on the ground and will likely not change over time.
61. Change was removed – No Change
62. Reflects what is on the ground and will likely not change over time.
63. The Highway Commercial designation was eliminated and included in Commercial.
64. The Business Park designation was eliminated and included in the Community Mixed-Use designation.
65. The Employment Center designation was eliminated. The adjacent Medium Density Residential designation was ‘stretched’ over this property to create compatibility.
66. This reflects the conversion of the Broadmoor Golf Course to commercial uses.
67. Reflects what is on the ground and will likely not change over time.
68. The Business Park designation was eliminated and included in the Community Mixed-Use designation.
69. The Business Park designation was eliminated and included in the Community Mixed-Use designation.
70. Reflects what is on the ground and will likely not change over time.
71. Reflects what is on the ground and will likely not change over time.
72. The Employment Center designation was eliminated. The adjacent Community Mixed-Use designation was ‘stretched’ over this property to create compatibility.
73. Reflects what is on the ground and will likely not change over time.
74. This area is currently developing into Medium-Density Residential.
75. This area is currently developing into Medium-Density Residential.
76. This area is likely to develop as Medium-Density Residential.
77. Ustick Road is an arterial road. Mixed-Use development is a preferred development type on this corridor.
78. 20/26 is a highway that connects Caldwell to Boise. Community Mixed-Use development is designated on this corridor. Mixed-Use Residential is preferred adjacent to Community Mixed Use when possible to reduce traffic and provide services adjacent to denser development.
79. Highway Commercial designation was eliminated. Community Mixed-Use offers commercial uses with other land use opportunities.
80. This was changed to reflect conformance to the Area of City Impact boundary.
Exhibit A.1: 2035 Future Land Use Map with Changes
Appendix A - Airport

NPIAS Airport Service Levels
PR = Commercial Service
RL = Reliever
GA = General Aviation

Commercial Service Airports – Publicly owned airports that enplane 2,500 or more passengers annually and receive scheduled passenger aircraft service. It is a NPIAS classification. Commercial service airports are either one of the following:
Primary - airport that enplanes more than 10,000 passengers annually
Nonprimary - airport that enplanes between 2,500 and 10,000 passengers annually

Reliever Airport – A public use airport that relieves airport congestion at a commercial service airport. It provides general aviation access to the overall community. It is a NPIAS classification.

General Aviation – All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remunerations or hire. Often misunderstood to be only small, propeller-driven aircraft; even a large jet or cargo plane operated under FAR Part 91 can be a general aviation aircraft.

Idaho Airport System Plan Roles
CS = Commercial Service
Commercial Service airports accommodate scheduled major/national or regional/commuter commercial air carrier service in addition to air cargo, business aviation, and all types of general aviation.

RB = Regional Business
Regional Business airports accommodate regional economic activities, connecting to state and national economies, and serve all types of general aviation aircraft. They also accommodate local business activities and various types of general aviation users.

CB = Community Business
Community Business airports serve a limited role in regional economies, primarily supporting community economies. They accommodate a variety of general aviation activities such as business, recreational, and personal flying.

LR = Local Recreational
Local Recreational airports serve a supplemental role in local economies, primarily serving recreational, personal flying, and limited local business activities.

BS = Basic Service
Basic Service airports serve a limited role in the local economy, primarily serving recreational and personal flying.

Airport Design (Aircraft Approach Category and Design Group)

Aircraft Approach Category – An element of the Airport Reference Code that is a grouping of airplanes based on Approach Speed:
Category A - Speed less than 91 knots
Category B - Speed 91 knots or more, but less than 121 knots
Category C - Speed 121 knots or more, but less than 141 knots
Category D - Speed 141 knots or more, but less than 166 knots
Category E - Speed 166 knots or more.

Airplane Design Group (ADG) – An element of the Airport Reference Code that is a grouping of airplanes based on Wingspan:
Group I - Up to, but not including 49 feet
Group II - 49 feet up to, but not including, 79 feet
Group III - 79 feet up to, but not including, 118 feet
Group IV - 118 feet up to, but not including, 171 feet
Group V - 171 feet up to, but not including, 214 feet
Group IV - 214 feet up to, but not including, 262 feet

Sizes of Airplanes by Airport Reference Code
A-I Single Engine Prop and Light Twin Engine (Cessna 172 Skyhawk)
B-I Light Twin Engine Prop (Piper Navajo)
B-II Small Light Twin Engine Prop of less than 12,500 gross wt. (Beechcraft King Air)
B-II Mid-sized corporate jets and commuter airlines of than 12,500 gross wt. more (Cessna Citation II)
A/B-III Large commuter-type aircraft (De Havilland Dash 8)
C-I & D-I Small and fast corporate jets (Lear Jet 36)
C/D-II Large Corporate Jets and Regional-type Commuter Jets (Gulfstream IV)
C/D-III Commercial Airliners (100-200 seats) (Boeing 737)
C/D-IV Large Commercial Airliners (200-350 seats) (Boeing 767)
D-V Jumbo Commercial Airliners (350+ seats) (Boeing 747)

Number and Types of Based Aircraft
Based Aircraft
An aircraft that is “operational and air worthy,” which is based at an airport for the majority of the year.

By Size (Weight)
General Aviation Aircraft
Transport Aircraft

By Type
Single Engine
Twin Engine
Business Jet
Passenger Jet
Helicopter

Numbers and Type of Aircraft Operations
Operation – A take-off or landing of an aircraft. Every aircraft flight requires at least two operations, a take-off and landing.

Aircraft Mix – The classification of aircraft into groups which are similar in size and operational characteristics.

Aircraft Operations – An airborne movement of aircraft at an airport including aircraft landings (arrivals) and takeoffs (departures). These operations can be further defined by the following:

1- Local Operation – Includes aircraft operating in the local air traffic pattern or within sight of the air traffic control tower; aircraft that are known to be departing for, or arriving from local practice areas located within a 25-mile radius of the ATCT; or aircraft making simulated instrument approaches or low passes at the airport.

2- Itinerant Operation – All aircraft operations at an airport other than local

3- Touch-and-Go Operation – A flight training operation in which a landing approach is made, the aircraft touches-down on the runway, but does not fully reduce speed to turn off the runway. Instead, after the landing, full engine power is applied while still rolling and a takeoff is made, thereby practicing both maneuvers as part of one motion. It counts as two separate aircraft operations

Numbers and Type of Passengers
Enplanements
The total number of revenue passengers boarding aircraft, including originating, stop-over, and transfer passengers, in scheduled and non-scheduled services.

1 - Major airline
2 - Commuter airline
3 - Air Taxi

Airport Approach Categories
Instrument Approach – A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.
Precision Approach Procedure – A standard instrument approach procedure in which an electronic glide slope is provided, such as an ILS. GPS precision approaches may be operational in the future.

Non-Precision Approach Procedure – A standard instrument approach procedure with only horizontal guidance or area-type navigational guidance for straight-in approaches, and no electronic vertical guidance (i.e. glideslope) is provided, such as VOR, TACAN, NDB, or LOC.

Visual Approach – An approach conducted on an IFR flight plan, operating in VFR conditions under the control of an air traffic facility and having an air traffic control authorization, may proceed to destination airport under VFR.

Visual Runway – A runway without an existing or planned straight-in instrument approach procedure.

Main Airport users and the Reason for Flying

LOCAL OPERATION
Based aircraft
Transient aircraft
After Service

ITINERANT OPERATION
Based aircraft
Fire Fighting
Medivac
Air Taxi
AG Spray
Personal
Business
Instruction
Other
Transient aircraft
Fire Fighting
Medivac
Air Taxi
AG Spray
Personal
Business
Instruction
Other
Military
Fixed wing
Helicopter
Airline
Commuter airline
Major airline

Land Use Definitions

Hazard to Air Navigation – An object which, as a result of an aeronautical study, the FAA determines will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.

Land Use Compatibility – The ability of land uses surrounding the airport to coexist with airport-related activities with minimum conflict.

Appendix B - Airport

Individual and Planning and Zoning Notification Requirements

Notice Requirements to State Aeronautics
Notice required prior to the location or construction of a new landing facility
Notice required prior to the construction of a Guyed (MET) Tower
Notice required prior to the construction of Power Lines, Wires, and Cables
Notice required prior to the construction of structures exceeding 200 feet in Height and/or near an airport
Notice required prior to the approval of Building Permits near an airport
Notice required prior to changes to Land Use Classifications
Notice required prior to the installation of Aeronautics Marking and Lighting Requirements

**Notice requirements for local Planning and Zoning Agencies**

Notice required to “the manager or person in charge of the local public airport” prior to preparing a Comprehensive Plan,
Notice required to “the manager or person in charge of the local public airport” when changing the comprehensive plan,
Notice required to “the manager or person in charge of the local public airport” prior to granting a special or conditional use permit,
Notice required prior to the Transfer of Development Rights and instituting conditions to avoid creation of aviation hazards as defined in section 21-501(2), Idaho Code,
Notice required relative to issuance of a variance to “the manager or person in charge of the local public airport” if the variance could create an aviation hazard as defined in section 21-501, Idaho Code.

**Appendix C - Airport Coordination with Adjacent Political Subdivisions**

**Status:**
The need to and the method of coordination with adjacent political subdivisions, relative to compatible land use planning and airport zoning, was not addressed by the 2014 legislative changes. Since this is needed for adjacent political subdivisions, the Idaho Division of Aeronautics makes the following recommendations. We recognize that coordination with adjacent political subdivisions is a common occurrence and if such a process is in place, by all means continue to use it.

**Definition:**
The need for coordination with adjacent political subdivisions can come about in two ways. First, when an adjacent political subdivision has portions of your Airport Influence Area within their official Areas of Impact and second, when you have a portion of their Airport Influence Area located within your Area of Influences. This is in-fact, a normal occurrence.

**Problem:**
A potential problem can occur when the adjacent political subdivision, without the airport, does not have compatible land use planning and airport zoning to match the City of Nampa. The City should work closely with the adjacent political subdivision, so they have zoning controls that covers similar zones in the same fashion as Nampa’s zoning controls. Without similar controls the adjacent political subdivision might inadvertently allow dangerous obstructions or incompatible land uses that could endanger airport users and/or close neighbors as well as restrict future development of the City’s prior public investment in an airport.

As stated in the preceding Action Plan, it is necessary to coordinate with all surrounding political subdivisions, including the cities, counties, federal agencies, and state agencies to establish consistent development guidelines and regulations that utilize local, state and FAA guidelines, standards, rules, regulations and other best management practices that encourage a common set of compatible land uses and zoning controls for both political subdivisions relative to airports.

**Step 1:**
Officially notify the adjacent political subdivision (Planning and Zoning Officials) that a potential conflict exists and request a joint meeting to discuss the ramifications of such and to develop a method to resolve any issues.

**Step 2:**
If the adjacent political subdivision doesn’t have an airport, provide them with the tools mentioned here, so they can learn what is needed to protect a major public investment and the avoid improper or nonexistent land use planning and zoning controls.

**Step 3:**

With the knowledge and proper tools, begin working towards developing a common set of compatible land uses and zoning controls for both political subdivisions relative to airports. Such a process might not be easy to accomplish and might take time, but the eventual cooperation will be positive to both parties.¹