

Scale: 1/2" = 525 ft. 1 inch
Copyright 1915 by Geo. A. Doyle & Co.
Celia Duval

NAMPA 2035

Comprehensive Plan



Fall 2011

NAMPA 2035

Comprehensive Plan

THE COMPREHENSIVE PLAN FOR THE CITY OF NAMPA

JANUARY 2012



Planning & Facility Management

M. Jerome Mapp



modus
ARCHITECTURE

ACKNOWLEDGMENTS

MAYOR

Tom Dale, Mayor

CITY COUNCIL

Martin Thorne

Stephen Kren

Pam White

Curtis Homer

Bob Henry*

NAMPA DEPARTMENT OF PLANNING AND ZONING STAFF

Norman Holm, Director

Sylvia Mackrill, Administrative Operations
Manager

Robert Hobbs, Assistant Director

Rodney Ashby, Long Range Planner

Kristi Watkins, Project Coordinator/Admin.
Assistant

NAMPA PLANNING AND ZONING COMMISSION

Harold Kropp

Chad Gunstream

Sharlene Acree

Lance McGrath

Richard Corn

Roberto Olvera

Aaron Randell

Sheila Keim

Kevin Myers

COMPREHENSIVE PLAN SUBCOMMITTEE MEMBERS

Laura Alvarez- Schrag

Sharla Arledge

Shirl Boyce

Ed Byington

Steve Cope

Tracy Kasper

Steve Kehoe

Bryon Knight

Cameron McFaddan

Andy Rodriguez

Ryan Taylor

Greg Toolson

Bryce Quarve

CONSULTANTS

M. Jerome Mapp, Planning and Facility
Management, Lead Planner

Modus Architecture

Ashley Ford, Red Sky Public Relations

Todd Lakey, Lakey Law Office, PLLC, Project
Manager

*Elected November 2011

TABLE OF CONTENTS

INTRODUCTION

PROPERTY RIGHTS

Chapter 1: Property Rights

- 1.0 Executive Summary*
- 1.1 Federal Standards*
- 1.2 State Requirements*
- 1.3 State Changes to Taking Issues in response to Kelo v. City of New London*
- 1.4 New Legislation from the 2006 Legislature*
- 1.5 Office of the Attorney General Checklist*
Goals, Objectives and Strategies

GROWTH MANAGEMENT

Chapter 2: Population and Growth

- 2.0 Executive Summary*
- 2.1 Population Trends*
- 2.3 Population Projections and Forecasts*
Goals, Objectives and Strategies

Chapter 3: Housing

- 3.0 Executive Summary*
- 3.1 Housing Characteristics*
- 3.2 Manufactured Homes and Manufactured Homes Communities*
- 3.3 Housing Building Permits*
- 3.4 Housing Tenure and Occupancy*
- 3.5 Housing Costs and Income Levels*
- 3.6 Housing Values and Rents*
- 3.7 Source of Heating*
- 3.8 Lack of Utilities*
- 3.9 Housing Projections – 2011*
- 3.10 Nampa Group Housing*
- 3.11 Community Development*
- 3.12 Public Housing*
- 3.13 Affordable Housing*
- 3.14 Housing Types*
- 3.15 Other Housing Developments*
- 3.16 Subdivisions*
Goals, Objectives and Strategies

Chapter 4: Economic Development

- 4.0 Executive Summary*
- 4.1 Existing Conditions*
- 4.2 Projecting the Future*
- 4.3 Fostering a Business-Friendly Community*
- 4.4 Economic Development Strategies*
Goals, Objectives and Strategies

BUILT ENVIRONMENT

Chapter 5: Land Use

- 5.0 Executive Summary
- 5.1 Land Use Overview
- 5.2 City of Nampa - Urban Design
- 5.3 Land Use Patterns
- 5.4 Agricultural Land Uses
- 5.5 Residential Land Uses
- 5.6 Mixed Use Development
- 5.7 Commercial Mixed Use
- 5.8 Public/Quasi-Public Land Uses
- 5.9 Commercial Land Uses
- 5.10 Industrial
- 5.11 Open Spaces
- 5.12 Specific Types of Land Development
- 5.13 Land Use Regulations
- 5.14 Other Planning Techniques
- Goals, Objectives and Strategies

Chapter 6: Transportation

- 6.0 Executive Summary
- 6.1 Existing Transportation System
- 6.2 Functional Classification
- 6.3 State Highway System
- 6.4 East/West Corridors
- 6.5 North/South Corridors
- 6.6 Public Transportation Services
- 6.7 Bicycle and Pedestrian Facilities
- 6.8 Nampa Municipal Airport
- 6.9 Freight
- 6.10 Operations and Maintenance
- 6.11 Roadway Operations
- 6.12 Existing Transportation Plans and Design Standards
- 6.13 Regional Planning
- 6.14 Nampa Specific Planning Tools
- 6.15 Airport Master Plan
- 6.16 Funding Plans
- 6.17 Traffic Impact Studies
- 6.18 Downtown Nampa Traffic Alternatives Analysis
- 6.19 Parking
- 6.20 Current and Future Transportation Issues
- 6.21 Community Advisory Committee Priorities
- 6.22 Economic Development
- 6.23 Growth and Capacity Constraints
- 6.24 Connectivity
- 6.25 Future Transportation Funding
- Goals, Objectives and Strategies

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

- 7.0 Executive Summary
- 7.1 City Services
- 7.2 Public Safety
- 7.3 Information Technology (IT)

- 7.4 *Parks and Recreation*
- 7.5 *Transportation*
- 7.6 *Library*
- 7.7 *Public Health Facilities and Health-Related Services*
- 7.8 *Public Utilities - City of Nampa - Public Works Department*
- 7.9 *Other Public Utilities*
- Goals, Objectives and Strategies*

COMMUNITY RESOURCES

Chapter 8: Community Design

- 8.0 *Executive Summary*
- 8.1 *Building Design*
- 8.2 *Residential and, Multifamily Residential Design Issues*
- 8.3 *Commercial Development*
- 8.4 *Industrial Design Issues*
- 8.5 *Public Open Space*
- 8.6 *Public Access*
- 8.7 *Landscaping*
- 8.8 *Private Open Space*
- 8.9 *Private Access*
- 8.10 *Public Sidewalk, Pathways and / Public Sidewalk, Pathways Improvement*
- 8.11 *Historic Structures*
- 8.12 *Development Patterns*
- 8.13 *Community Gathering Place*
- 8.14 *Cultivating a Healthy Arts Community*
- 8.15 *Gateways*
- 8.16 *Landscape Plan/Ordinance*
- 8.17 *Signage*
- 8.18 *Traffic Access and On and Off-Street Parking*
- 8.19 *Community Activities and Festivals*
- 8.20 *Visual impacts and Storage*
- 8.21 *Dark Skies*
- Goals, Objectives and Strategies*

Chapter 9: Parks and Recreation

- 9.0 *Executive Summary*
- 9.1 *City of Nampa's 2001 Long Range Plan for Park and Recreation*
- 9.2 *Old Nampa District Neighborhood Plan*
- 9.3 *Community Survey*
- 9.4 *Parks and Open Space Benefits*
- 9.5 *Existing Conditions*
- 9.6 *City of Nampa Parks and Regional Facilities*
- 9.7 *Nampa School District # 131 and Vallivue School District #139*
- 9.8 *The Planning Future Parks and Recreation Facilities*
- 9.9 *Regional Bike Routes and Pathways Master Plans*
- 9.10 *Parks, Recreation and Open Space Facility Needs*
- 9.11 *Assessment of Parks, Recreation and Open Space*
- Goals, Objectives and Strategies*

Chapter 10: School Facilities and Transportation

- 10.0 *Executive Summary*
- 10.1 *School Districts*
- 10.2 *Educational Attainment*

- 10.3 School Enrollment –Nampa School District #131
- 10.4 Facility Location
- 10.5 Vallivue School District # 139
- 10.6 School Enrollment -Vallivue School District #139
- 10.7 Facility Location
- 10.8 City of Nampa Chartered or Private Schools
- 10.9 Movement of Students
- 10.10 City Partnerships
- 10.11 Institutions of Higher Learning
- Goals, Objectives and Strategies

Chapter 11: Cultural and Historical Sites

- 11.0 Executive Summary
- 11.1 Historical Background
- 11.2 Archaeology
- 11.3 Ecological
- 11.4 Snake River Canyon Scenic Byway
- 11.5 Architectural Historical Sites
- 11.6 Historical City Neighborhoods/Districts
- 11.7 Snake River Stampede – An Historic Event
- Goals, Objectives and Strategies

ENVIRONMENTAL QUALITY

Chapter 12: Natural Resources

- 12.0 Executive Summary
- 12.1 Background
- 12.2 Precipitation, Temperatures and Climate
- 12.3 Environmental Quality
- 12.4 Water Quantity and Quality
- 12.5 Stormwater Drainage
- 12.6 Groundwater
- 12.7 Air Quality
- 12.8 Agricultural Land Areas
- 12.9 Natural Greenways
- 12.10 Soils
- 12.11 Wildlife and Habitat
- 12.12 Idaho Department of Fish and Game (IDFG)
- Goals, Objectives and Strategies

Chapter 13: Hazardous Area

- 13.0 Executive Summary
- 13.1 Existing Conditions
- 13.2 Natural Hazards
- 13.3 Man-Made Hazards
- 13.4 Airport
- 13.5 Wildfires
- 13.6 Other Potential Risks
- 13.7 Disaster Services
- Goals, Objectives and Strategies

GLOSSARY

FUTURE LAND USE MAP

LIST OF EXHIBITS

<i>EXHIBITS</i>	<i>TITLES</i>	<i>CHAPTER</i>
0-1	Vicinity Map of the City of Nampa	Intro
0-2	Levels of Participation in the City of Nampa Comprehensive Plan Revision	Intro
1-1	Property Rights Implementation Actions	1
2-1	Population History	2
2-2	Population Change Percent	2
2-3	Households and Household Size, 2000 and 2010	2
2-4	Median Age, Population Under 20 years, Population 20-64, Population Age 65 and over, 2000 and 2010	2
2-5	Population by Age Groups, 2000 and 2010 – Nampa	2
2-6	Population by Age Groups, 2000 and 2010 Canyon County	2
2-7	Population by Age Groups, 2000 and 2010, State of Idaho	2
2-8	Minority Population, 2000 and 2010	2
2-9	Nampa Projected Growth Rates 2010-2035	2
2-10	Demographic Forecast and Land Use Analysis for the Nampa Study Area and South Study Area 2007 -2030	2
2-11	Population Implementation Actions	2
3-1	Detailed Housing Characteristics – Types of Structures – 2010	3
3-2	Detailed Housing Characteristics –Housing Stock - 2010	3
3-3	Established Mobile Home/Manufactured Home Parks – 2010	3
3-4	City of Nampa, Building Units, 2000 thru 2010	3
3-5	Housing Tenure, 2010	3
3-6	Housing Occupancy, 2010	3
3-7	Cost as a Percentage of Household Income - 2010	3
3-8	Housing Value, City of Nampa - 2010	3
3-9	Gross Rents, 2005 -2009 Estimates	3
3-10	Source of Heating, 2000 and 2009 Estimates	3
3-11	The Lack of Utility Services - 2000 and 2005 -2009 Estimates	3
3-12	Housing Units in the Nampa Study Area - Historic and Forecast	3
3-13	Nampa Group Housing – 2010	3
3-14	Housing Implementation Actions	3
4-1	City of Nampa Building Permits	4
4-2	Large Nampa Employers	4
4-3	Large Nampa Employers - Map	4
4-4	Occupations	4

<i>EXHIBITS</i>	<i>TITLES</i>	<i>CHAPTER</i>
4-5	Occupation Comparison	4
4-6	Employment by Industry	4
4-7	Class of Worker	4
4-8	Employment Comparisons	4
4-9	Annual Unemployment Rate Trend	4
4-10	Annual Median Household Income, 2005-2009	4
4-11	Household Incomes, 2009	4
4-12	Median Earnings by Occupation, 2009	4
4-13	Commuting Patterns - Outbound	4
4-14	Commuting Patterns - Inbound	4
4-15	Nampa Nonagricultural Employment Forecasts	4
4-16	Nampa Economic Impact Radius	4
4-17	Economic Development Implementation Actions	4
5-1	Estimated Acreage and Percentage of Land	5
5-2	Area of City Impact Map	5
5-3	Land Use Implementation Actions	5
6-1	Street Classifications	6
6-2	Land Use Alternatives – Functional Area Comparative Summary	6
6-3	Transportation Implementation Actions	6
7-1	Nampa’s City Services	7
7-2	Fire Department Sites	7
7-3	Major Healthcare Facilities in the Region	7
7-4	Transmission Lines and Distribution Stations	7
7-5	Public Services, Facilities, Utilities and National Interest Electrical Transmission Lines Implementation Actions	7
8-1	Community Design Implementation Actions	8
9-1	Existing Parks	9
9-2	Existing Park Map	9
9-3	Regional Park, Recreation and Open Space Facilities	9
9-4	Active Recreation Area Guidelines	9
9-5	Passive Recreation Area Guidelines	9
9-6	Parks and Recreation Implementation Actions	9
10-1	School District Map	10
10-2	2010 City of Nampa Educational Attainment (Population 25 and Older)	10

<i>EXHIBITS</i>	<i>TITLES</i>	<i>CHAPTER</i>
10-3	2000 to 2010 Nampa School District #131 Student Enrollment by Grade	10
10-4	Nampa School District # 131 Acreages	10
10-5	2010 Nampa School District #131 Facility Inventory	10
10-6	2010 Nampa School	10
10-7	2000 to 2010 Vallivue School District #139 Student Enrollment by Grade	10
10-8	2010 Vallivue School District #139 Facility Inventory in Nampa	10
10-9	2010 - City of Nampa Private Schools	10
10-10	2010 - City of Nampa Chartered Schools	10
10-11	Schools and Transportation Facilities Implementation Actions	10
11-1	The Nampa Historic Sites	11
11-2	The Nampa Historic Sites Map	11
11-3	Cultural Sites and Special Areas Resources Implementation Actions	11
12-1	Monthly Climate Summary – 10/1976- 9/2010 – Nampa Sugar Factory, Idaho	12
12-2	Monthly Climate Summary – 7/1996- 12/2008 – Boise Air Terminal/Gowen Airport, ID* Period of Record July 1998 to December 2008	12
12-3	Idaho Air Quality Planning Areas	12
12-4	Nampa Area Soils and Characteristics	12
12-5	Natural Resources Implementation Actions	12
13-1	Floodplain Schematic	13
13-2	Floodplain Map	13
13-3	Regional Earthquakes - Date, Time, Magnitude And Location	13
13-4	Geologic Survey Seismic Shaking Hazard Map of Idaho	13
13-5	Hazardous Materials Sites in the Vicinity of the Airport	13
13-6	Hazardous Materials Sites in the Vicinity of the Airport	13
13-7	Future Airport Development and Hazardous Zones – Exhibit 6.1 – Airport Master Plan, 2010	13
13-8	Hazardous Areas Implementation Actions	13
14-1	Future Land Use Map (Located at the end of this document)	



CITY OF NAMPA COMPREHENSIVE PLAN

FOREWORD

Local economic development councils have their forums in order to focus direction on economic development, employment and growth issues. Community leaders schedule retreats for their organizations to focus on the bottom line. Mayors have State of the City addresses to explain current affairs of the community and the vision moving forward. A Comprehensive Plan has the ability to provide an avenue to take various forms of current information and trends while meshing with the vision for the future and to create one concise, comprehensive document synthesizing all of the information.

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 and documentation or how the plan should be assembled. That would be the responsibility of the each jurisdiction. The fourteen chapters of the Comprehensive Plan work as one, but in order for the reader to focus on similar subject matter, subsections were established. The subsections are developed to focus on subjects that interact more with each other.

This Comprehensive Plan has fourteen chapters and is divided into five subsections as shown below:

Property Rights	Property Rights
Growth Management	Population
	Housing
	Economic Development
Built Environment	Land Use
	Transportation
	Public Services, Facilities and Utilities
	National Interest Electric Transmission Corridors
Community Resources	Community Design
	Parks and Recreation
	School Facilities and Transportation
	Cultural and Historical Sites
Environmental Quality	Natural Resources
	Hazardous Areas

The act of Comprehensive Planning is an involved process, designed to reflect the needs and desires of the community it is to 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 2035 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 goals, strategies and proposals expressed in a 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 particular 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.

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 goal(s), objectives and strategies and implementation statements, graphic element of plan or maps and exhibits. This plan is intended to facilitate the land use decision making process by covering the major categories of physical development in relation to the needs of the citizens.

The plan contains background information about existing conditions, historical context and trends related to the topics of the chapter. The discussion also presents background information regarding the community purposes and needs that should be addressed within each chapter.

It is important to define the terms goals, objectives, strategies and implementation action. The following is a description of these areas of the plan.

THE GOALS, OBJECTIVES, STRATEGIES AND IMPLEMENTATION ACTIONS

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. Each goal should be consistent with vision and/or mission statements.

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. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal. Unlike goals, objectives should be statements that are both specific and tangible. Each objective is a step toward achieving a goal.

STRATEGIES:

Strategies are specific statements that guide actions, imply clear commitment and express the manner in which future actions will be taken. They are however, flexible rules that can adapt to different situations and circumstances. Strategies should be statements or guiding principles that imply a clear commitment to a specific purpose.

IMPLEMENTATION ACTIONS:

The Comprehensive Plan Subcommittee requested that the Team establish a matrix that would identify the priority, action, lead and/or coordinating agencies and financial impacts to each action item. These would be reviewed by the Mayor and Council to set these items as priorities. The Mayor and City Council could use the following as a guide:

Methods of Implementation

There are various methods by which the Comprehensive Plan is implemented. Only through implementation can the plan be achieved. It is, therefore, very important to develop a good sound method, which includes a logical approach to problem solving. The following is a guide to develop methods that can be used to implement the plan:

- a. Identify technical needs and sources;
- b. Identify funding needs and sources;
- c. Develop priorities for use of funding and technical resources;
- d. Develop alternative approaches for use of funding and technical resources;
- e. Establish a timetable for use of funding and technical resources. Also, set a date when the program needs to be fully implemented;
- f. Revise and update methods as the need occurs.

The Comprehensive plan will identify technical needs and sources (item a), while the elected and appointed officials will identify funding opportunities through the city's capital facilities plan (CIP) and the annual budget processes (items b thru f).

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:

FOURTEEN ELEMENTS OF THE COMPREHENSIVE PLAN:

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) **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."

FORMAT FOR THE COMPREHENSIVE PLAN

The 2010 updated Nampa Comprehensive Plan is developed in portrait format for easy reading. For convenience, each of the thirteen elements is outlined as chapters with the glossary of terms provided as an Appendix in the back of this Comprehensive Plan.

HISTORY OF NAMPA

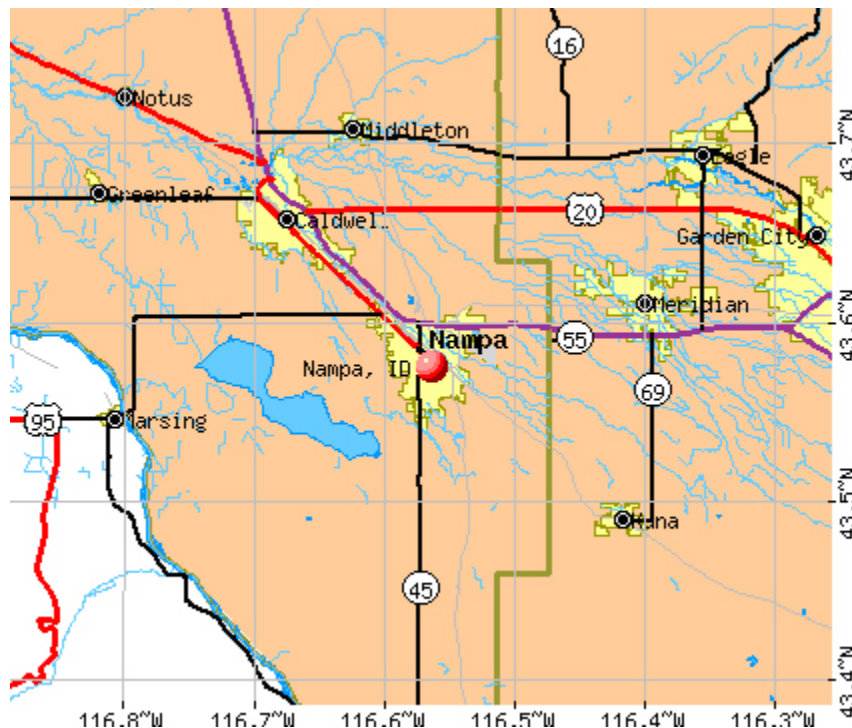
Nampa, Idaho is located in Canyon County just 16 miles from the capital city, Boise. Nampa is about 2,480 feet above mean sea level. Nampa, approximately 25 square miles in size, is one of the Treasure Valley's fastest growing and dynamic cities. With a current population of 81,557, Nampa boasts a diverse history.

Although, archaeological researchers have identified human activity in southern Idaho as far back as 15,000 years before present, little settlement occurred in the Nampa area until 1883 when the Oregon Short Line was completed. A site, called Nampa, was selected for the construction of a section house and water tank.

Unlike other southwestern Idaho towns, the development and growth of Nampa was not a direct result of mining or fertile land (Clark and Holm 1986). James A. McGee, a resident of Caldwell, convinced businessman Alexander Duffes to invest in the development of a new town. Convinced that Nampa offered many promising opportunities, Duffes filed a claim under the Homestead Act for the plot of land where the City of Nampa is now located (Clark 1985). In 1886, Duffes and McGee developed the Nampa Land and Improvement Company and filed the Articles of Incorporation and the plat for the town (Clark 1985).

Construction began shortly after the filing of the plot, and within three months 92 lots had been sold (Clark 1985). During the construction of the Oregon Short Line in 1883 railroad officials bypassed Nampa, directly connecting the Oregon Short Line to Boise, due to the difficult terrain and increased cost. However, increasing traffic made a connecting line between the Oregon Short Line and Boise necessary (Clark 1985). In 1885, Caldwell proponents obtained the rights of way and began grading various segments to make a connecting line from Caldwell to Boise. At the same time, McGee traveled to Boston to state his case for making the connecting line from Nampa to Boise instead. Railroad officials chose the Nampa to Boise alternative because it shortened the connecting line by nearly ten miles (Clark 1985). In June of 1886, the Idaho Central Railway Company began construction of the Nampa to Boise connecting line, making Nampa "the transportation center of southwestern Idaho" (Clark 1985).

EXHIBIT 0-1 – VICINITY MAP OF THE CITY OF NAMPA



Town founders, realizing that the development of a viable irrigation system would give Nampa the economic push it needed to attract settlement, began work on the Phyllis Canal in 1886 (Clark 1985). After running out of money, the project remained dormant until 1889 when it was taken over by the New York Canal Company which went bankrupt before the project was complete. The irrigation contractors filed a lien and became owners of the irrigation system in 1892 when water finally reached the town of Nampa. In 1902, Nampa's irrigation system again changed ownership when it was purchased and maintained by the Pioneer Irrigation Company (Clark 1985).

During the early 1890s, Nampa's population and business development grew steadily. However, in 1894 Duffes secured a \$4,000 loan mortgaged by the town's unsold lots to help boost Nampa's slowing economy. Shortly thereafter, the loan source defaulted causing creditors to retain the remaining Nampa lots as assets to be liquidated. In 1896, Colonel W.H. Dewey, a mining investor from Silver City, paid the town of Nampa's debt and in doing so, received the deeds to 2,000 town lots (Clark 1985). Dewey played a key role in continuing the economic development of the town of Nampa. In 1896, he began the survey of a route for the Boise, Nampa, and Owyhee Railway, which eventually linked the Boise Valley with the prosperous mining towns in the Owyhee Valley. In 1897, he also linked Emmett to the Boise Valley via the Idaho Northern Railroad (Clark 1985). In 1900, Dewey began construction of the Dewey Palace in Nampa. The Dewey Palace was finished in 1902, at a cost of more than \$250,000 (Clark 1985).

During the first decade of the 20th century, Nampa businessmen were able to persuade two prominent industries to establish businesses in the town of Nampa. The Western Idaho Sugar Company, established by 1906, and what would become the Crescent Brewing Company. Both companies utilized local farmers as well as created jobs at the processing plants (Clark 1985).

By 1908, Nampa was beginning to experience a decline in business that was worsened by the fire of 1909. In preparation for the Fourth of July celebration, the town of Nampa began stockpiling fireworks. Unfortunately, the fireworks went off early and the resulting fire destroyed more than 60 stores in the downtown area (Clark 1985). Despite this setback, the population of Nampa had grown to 4,205 by 1910, a growth rate four times greater than anywhere else in the state of Idaho (Clark 1985).

Within the first two decades of the 20th century, Nampa established itself as a stable community. The Northwest Nazarene School was started by Eugene Emerson in 1913 with thirteen students (Clark 1985). In 1917, with World War I on the horizon, Nampa's Company B of the National Guard received their marching orders (Clark 1985). The people of Nampa supported the war effort in many ways. For example, the Women's Century Club organized a local chapter of the Red Cross, and the Ladies Auxiliary of Company B gathered and donated reading materials to be sent to the troops (Clark 1985). During the War, Nampa's farming community saw exceptionally high crop prices. Shortly after World War I, however, the bottom of the market fell out, causing many farmers in Nampa to become bankrupt. The economy looked bleak for the next 15 to 20 years. In 1942, the Amalgamated Sugar Company opened a new sugar beet plant in Nampa, farm productivity increased, and Nampa's economy began to rebound (Clark 1985).

To ensure other forms of income for the City of Nampa, the Chamber of Commerce began to analyze the potential for an industrial community in 1948. By 1949, local businessmen formed the Nampa Industrial Corporation (NIC) (Clark 1985). The NIC purchased land to entice various industries to view Nampa favorably. By the mid-1970s, the NIC had invested over \$1 million in land and facility improvements. In the 1980s numerous industries and businesses continued to make Nampa their home. As a result of the efforts of the NIC, Nampa's economy became more diverse and less dependent upon agriculture. By 1970, approximately 14 percent of people employed in Canyon County worked in agriculture, compared to approximately 45 percent in 1930 (Clark 1985).

Since the 1970s, the city has continued to grow and develop with the population growing by 82.9 percent from 1990-2000 and 57 percent from 2000-2010. Nampa has made efforts to broaden its economic base, yet continues to have strong ties to agriculture and industry. The City of Nampa has made great strides towards securing the community's future. This comprehensive plan is just one of the many important steps in that effort.



W.H. DEWEY HOUSE TODAY



N.N.U. FINE ARTS BUILDING

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:

- a. To protect property rights while making accommodations for other necessary types of development such as low-cost housing and mobile home parks.
- b. To ensure that adequate public facilities and services are provided to the people at reasonable cost.
- c. To ensure that the economy of the state and localities is protected.
- d. To ensure that the important environmental features of the state and localities are protected.
- e. To encourage the protection of prime agricultural, forestry, and mining lands for production of food, fiber, and minerals.
- f. To encourage urban and urban-type development within incorporated cities.
- g. To avoid undue concentration of population and overcrowding of land.
- h. To ensure that the development on land is commensurate with the physical characteristics of the land.
- i. To protect life and property in areas subject to natural hazards and disasters.
- j. To protect fish, wildlife, and recreation resources.
- k. To avoid undue water and air pollution.
- l. To allow local school districts to participate in the community planning and development process so as to address public school needs and impacts on an ongoing basis.

The City of Nampa has adopted a quality of life, mission and vision statement as describe below. Keep these in mind as you review this document.

CITY OF NAMPA MISSION STATEMENT

The City of Nampa will deliver inspired and progressive public services to enhance the quality of life for its diverse community by upholding the public trust with integrity, while embracing family values, rich cultural traditions, and community partners. The City of Nampa's Core Values includes:

- a. Integrity and accountability
- b. Well trained and professional employees
- c. Creativity and innovation
- d. Courtesy and respect
- e. Community partnerships

NAMPA PLANNING DEPARTMENT MISSION STATEMENT

To promote 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 minimum Planning & Zoning standards to:

- 1) Secure safety from fire,
- 2) Provide adequate open spaces for air and light,
- 3) Prevent the overcrowding of land,
- 4) Avoid undue concentration of population,
- 5) Conserve and stabilize property values,
- 6) Stabilize expectations regarding the use and development of land, and
- 7) Promote the achievement of the goals, strategies, and implementation strategies of the Nampa Comprehensive Plan.

NAMPA PLANNING DEPARTMENT STRATEGIC OBJECTIVES

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

In addition, the CPS adopted a vision statement to guide them in the development of this plan.

VISION STATEMENT AS DEVELOPED BY THE COMPREHENSIVE PLAN SUBCOMMITTEE (CPS)

The City of Nampa is a diverse community with a pioneering and innovative spirit. Our business friendly environment, coupled with a broadly trained workforce attracts a wide variety of industries which contribute to the fabric of our community. We support business by providing excellent and consistent services to help expand our multi-faceted and diverse economic base.

We are a city that values hard work and provides opportunity for a variety of recreational and cultural activities. A community where there is time for playing, living, growing, and learning.

The city of Nampa is committed to planned growth, attracting economic development and preserving a high quality of life.

COMPREHENSIVE PLAN PROCESS

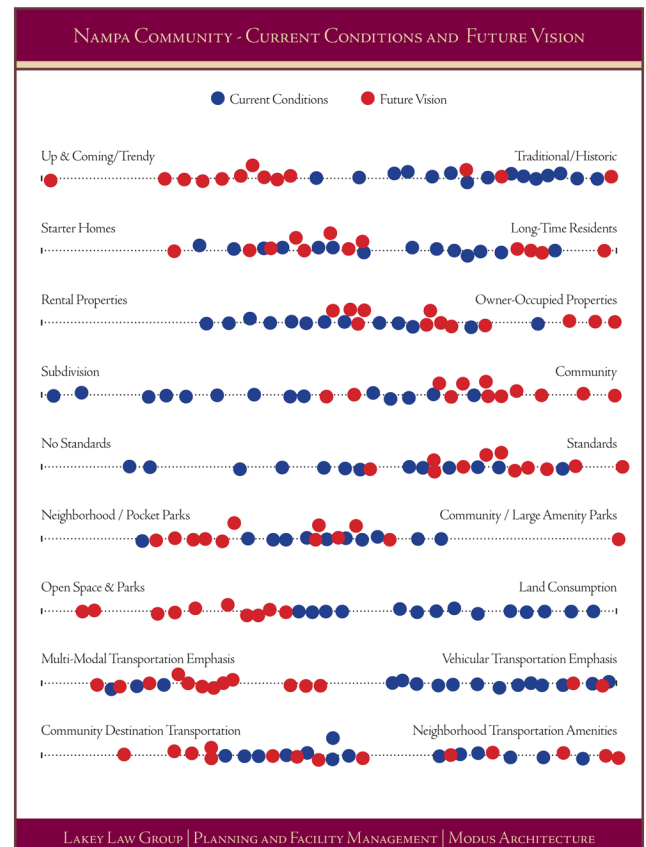
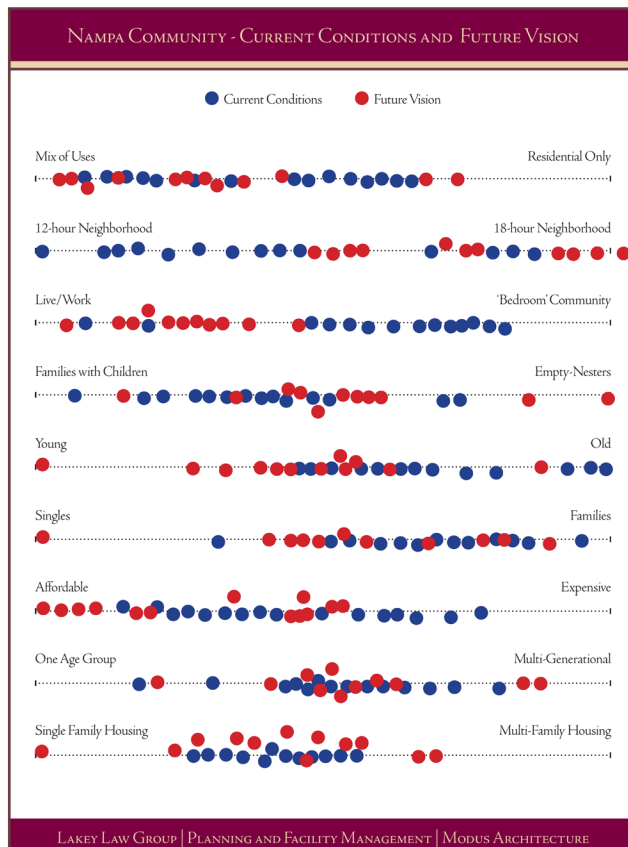
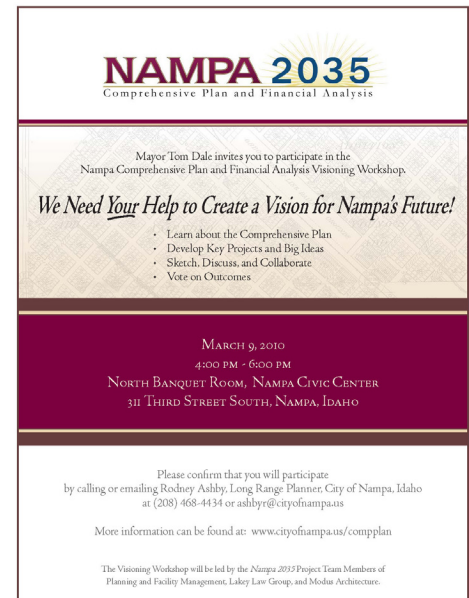
The City of Nampa contracted with the Comprehensive Plan Consultant TEAM to update the City comprehensive plan in the fall of 2009. It was agreed to use a small hands on, but committed, planning committee, augmented by bringing in subject matter experts on the various elements and opportunities for public involvement.

The CPS met twice monthly beginning from November 17, 2009 – February 2, 2010. The planning process consisted of going through all thirteen elements several times, working deeper into the detail with each pass. The first round concentrated on identifying subject matter that was outdated and needed to be changed from the old plan, info maps and maps that were needed, and key issues affecting the City under this element.

Stakeholder meetings were conducted from November - December 2009.

The second round examined each element of the existing comprehensive plan and developed the vision of the City. The CPS identified needed changes in the detail of the narrative and reviewed the goals, objectives and strategy statements.

Two open houses were held to solicit public input. On January 19-21, 2010 the Visioning open-house was held at the Nampa Civic Center with the TEAM and city planner staffed the function. Participants were asked about their vision for the community, to identify key issues of concern, and to answer a set of questions. The TEAM also asked the attendees to review the *Key Issues* boards. The results were compiled as another source document. During the January 19 and 21 Open House a question was asked: What are the most important issues facing the City of Nampa?



Transportation, commuting, traffic and the lack of public sidewalks, trails and bike paths were the most important issues. Second was economic development. Other issues included: crime, lack of planning and the locations of schools.

A second open house was held March 9, 2010 at the Nampa Civic Center with about 98 community leaders. This meeting was conducted with consultants and city employees staffing the function. A set of questions were asked of the committee and the results were compiled for the committee to consider and use in the comp plan.

In addition, in partnership with the City of Nampa Parks and Recreation Department, the TEAM prepared roving boards that identified planning areas and asked questions regarding general planning needs by element and specific parks and recreation questions. The roving boards were placed at various locations throughout the City on February 16, 18, 23, 25 and March 2 and 4, 2010 to identify community needs.

During May 18-19 the final open house was conducted by the Team to review all documents from the previous open houses. Comments were sorted by element and displayed on individual boards. The public was allowed to review each board and provide additional comments on comments cards. The TEAM monitored the boards throughout the open house.

The committee then worked a third time, from July 20, 2010 – August 16, 2011 on the implementation stage of the plan whereby the goals, objectives, strategies and narratives of each element were developed, reviewed, and commented on. The draft chapters were then produced by the TEAM.

The process concluded by the TEAM polishing the full draft comprehensive plan, first before the planning committee, then before the Nampa Planning and Zoning Commission, and finally with the City Council.

The Nampa Comprehensive Plan Team provided various opportunities to receive input from the Public in the development of the City of Nampa's Comprehensive Plan as shown in Exhibit O-2.

FUTURE VISION FOR NEIGHBORHOOD PLANNING AREAS #4, #5, #6 AND #9

NAMPA 2035
Comprehensive Plan and Financial Analysis

More information can be found at:
www.nampainfo.com/compplan

Or contact:
Bodley Ashby
Long Range Planner
City of Nampa, Idaho
(208) 468-4434
ashby@cityofnampa.com

*We Need Your Help
to Create a Vision
for Nampa's Future!*

- Nampa is currently updating the Comprehensive Plan with a 25 year outlook.

*Please tell the City
about Your Vision
for the future
of Nampa:*

- Identify your idea for a Key Project in the Neighborhood Planning Areas shown on this map.
- Use the provided stickers and comment card, place your sticker on the map and then complete the comment card to tell us about your idea.

*Win Prizes and
Give your input!*

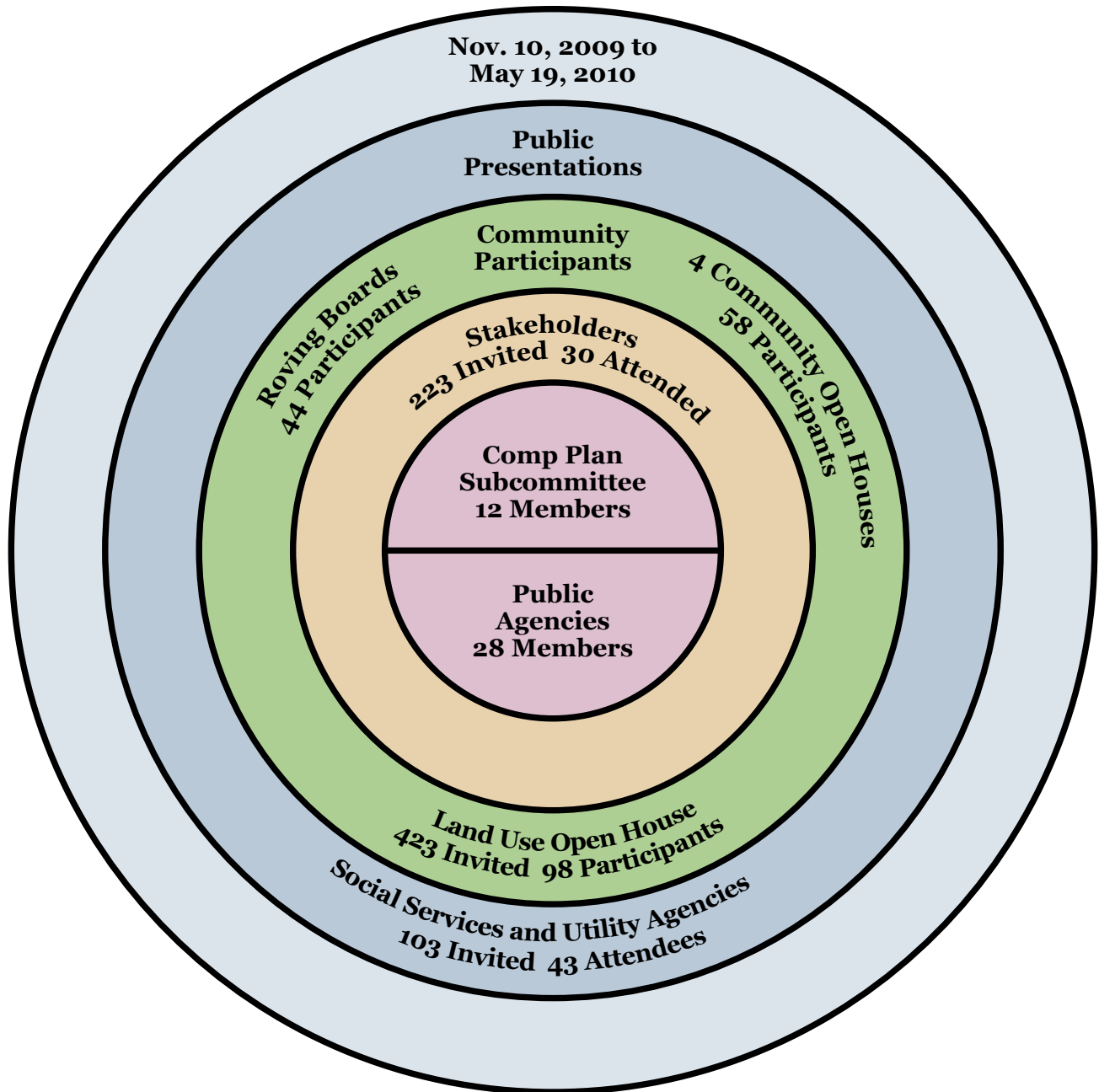
- Provide your contact information on your completed comment card and enter to win prizes!

Nampa Recreation Center Day Passes
Nampa Civic Center Show Tickets (12 pairs total)
Gift Certificates for Swimming Lessons
Nampa T-Shirts and Water Bottles
Friends of Nampa Library Honorary Membership & Book Bag
Grand Prize: Nampa Recreation Center Annual Pass

We apologize for the inconvenience,
for more Comment Cards
please call the City of Nampa at
208-468-4434.

LAKEY LAW GROUP | PLANNING AND FACILITY MANAGEMENT | MODUS ARCHITECTURE | RED SKY PUBLIC RELATIONS

EXHIBIT 0-2 – LEVELS OF PARTICIPATION IN THE CITY OF NAMPA COMPREHENSIVE PLAN REVISION



A total of 313 City residents were involved in the 2009-10 revision of the City of Nampa Comprehensive Plan.

PUBLIC PARTICIPATION PROCESS

There were nine opportunities for the public to participate in the planning process and in the development of the City of Nampa's Comprehensive. Public outreach began on November 12, 2009 and was completed May 20, 2010. The public were able to communicate with the City regarding the Comprehensive Plan in person, via e-mail or the Comprehensive Plan website. Questions were based upon the fourteen elements of the comprehensive plan.

The public participation process began by contacting 223 area public agencies who were considered as Stakeholders. The City and the consultants (TEAM) sent invitation, e-mailed and made direct phone calls to the Stakeholders. They were asked to attend a Stakeholders meeting at the Nampa Fire Department Training Center. Thirty attended the November 12 and 13, 2009 sessions. The Stakeholders were asked the following questions:

QUESTIONS FOR AGENCIES:

- a. How can the Nampa Comprehensive Plan help your agency meet your mission statement or planning goals?
- b. What issues are your agency facing that would be relevant to the process of updating the City's Comprehensive Plan?
- c. Are there any regulations in the City of Nampa that make your agency's mission difficult?
- d. How does your agency interact with the City of Nampa?
- e. Is your agency currently working or anticipating working on new or updated master plans or guiding documents that may impact or influence the Nampa Comprehensive Plan update?
- f. Are there any issues or concerns your agency feels that the Nampa Comprehensive Plan update should address?
- g. Is there any additional information you would like to share with the Comprehensive Planning Team?

The agencies were asked to respond, during the meeting or by mail, to the 7 questions identified. The Team received favorable responses from the Stakeholders. One of the major comments made by the participants was that they appreciated that their opinions asked at the beginning of the process, rather than at the end of the process. The Team contacted the agencies as additional information was needed. In addition, the agencies would be able to review the final product.

The first open house was held at the Nampa Civic Center on January 19 and 21, 2010. Public notices were placed in the newspaper, flyers, and on electronic board at the Nampa Civic Center. The participants were asked "What was the major issues facing the City of Nampa". The participants indicated that transportation and economic development were the major issues.

On December 13, 2009, the Team met with the Canyon County Utility Coordinating Council (CCUCC) meeting. The CCUCC comprised of Canyon County utilities staff, who meets monthly to discuss common issues and try to divert problems in regards to day to day activities. Their comments:

- a. The need for Utility Corridors.
- b. Concerns that in the County the City of Nampa has no authority;
- c. The need to be able to identify ownership of irrigation & water companies;
- d. The need for Utilities to be notified when requests are made for building permits;
- e. Notification of early development plans (pre-planning meetings) and
- f. Engineering firms calling multiple times, requesting the location of services makes it difficult for Dig Line to manage.

On December 15, 2009, Team met with a broad representation of public service organizations at Mercy Medical Hospital. Their land use planning concerns ranged from funding opportunities and needs for arts and culture, recreation, developing connectivity and transportation options and creating a community resource center "One Stop Shop" that helps people by directing them towards social services.

January 19 and 21 2010, a public participation public meeting was held at the Nampa Civic Center.

A voting exercise was conducted. Participants were asked to place stickers, or “vote” on continuums based upon present perceptions and future vision. Participants were asked to use their own interpretation of the words and phrases. Continuums included the following topics:

1. Mix of Uses vs. Residential Only

General Perception: Moderate mix of residential and other uses.

Future Vision: Clear emphasis on maintaining or improving the mix of residential and other uses (such as office, commercial/retail).

2. 12-hr Neighborhood vs. 18-hr Neighborhood

General Perception: Nampa is generally more of a suburban community.

Future Vision: Clear preference for a more active City.

3. Live/Work vs. Bedroom Community

General Perception: Nampa is generally more of a suburban community and reinforces the outcome of 12 hr. vs. 18 hr. community.

Future Vision: Clear preference for an active, live and work community and reinforces outcome of 12 hr. vs. 18 hr. community.

4. Up & Coming/Trendy vs. Traditional/Historic

General Perception: Nampa is traditional in its neighborhoods and culture.

Future Vision: General preference for revitalization and more dynamic neighborhoods and City, as well as, reinforces the preference for a more active City.

5. Families with Children vs. Empty Nesters

General Perception: Nampa is primarily families and families with children.

Future Vision: General preference for broader mix of generations and family types in Nampa.

6. Young vs. Old

General Perception: Nampa is “older”, which is contrary to the perception that Nampa is mostly families with children.

Future Vision: General preference for broader mix of generations in Nampa and reinforces preference for broader mix of family types.

7. One Age Group vs. Multi-Generational

General Perception: Nampa is generally a mix of age groups.

Future Vision: Preference toward maintaining and strengthening multi-generational diversity.

8. Singles vs. Families

General Perception: Nampa is mostly a family scene and reinforces families with children perception.

Future Vision: Preference for mix of singles and families and reinforces outcomes for age and family type which equals clear preference for diverse population.

9. Affordable vs. Expensive

General Perception: Nampa is considered fairly affordable.

Future Vision: There was a split vision. One preference was for a more affordable Nampa. The other preference was for a moderate Nampa.

10. Single Family Housing vs. Multi-Family

General Perception: Nampa has more single-family style types of houses and multifamily housing are not really available.

Future Vision: Most prefer a mix of single and multifamily housing, with an emphasis on single family style.

11. Starter Homes vs. Long-Time Residents

General Perception: Fairly mixed with emphasis on longtime residents, possible legacy.

Future Vision: There was a split vision. Maybe same long-time residents want to maintain Nampa as legacy and others prefer mix with some starter homes.

12. Rental Properties vs. Owner-Occupied

General Perception: Currently there is mix of rental and owner properties.

Future Vision: There was a split vision. There was a clear preference for owned homes and few want mix of type.

13. Subdivision vs. Community

General Perception: More subdivisions than “community” type of neighborhoods.

Future Vision: Strong preference for more community interaction.

14. No Standards vs. Standards

General Perception: There was no clear consensus illustrated.

Future Vision: Preference for standards and enforcement of standards in neighborhoods and City.

15. Neighborhood/Pocket Parks vs. Community/Large Amenity Parks

General Perception: Nampa has a mix of park sizes and styles.

Future Vision: There was a split vision. Some prefer parks woven into City fabric and some prefer mix or larger, destination parks.

16. Open Space & Parks vs. Land Consumption

General Perception: There was no clear consensus. It may be due to extreme range of perspectives and perceptions on this topic.

Future Vision: There was a clear consensus for maintaining or retaining open space.

17. Multi-Modal Transportation Emphasis vs. Vehicular Transportation Emphasis

General Perception: There was a split perception. Most feel Nampa is vehicle based City and a few indicated that Nampa offers other modes of transport.

Future Vision: There was a split vision. A few indicate vehicle emphasis is good. Most want other modes of transport available.

18. Community Destination Transportation vs. Neighborhood Transportation Amenities

General Perception: Nampa has a mix of neighborhood and community-wide transportation options.

Future Vision: There was a split vision. Most prefer focus on community wide transportation. Some need neighborhood transportation/amenities.

February 16 to March 4, 2010, the roving boards were sent out by the city to various locations, such as: the Nampa Recreation Center, Karcher Mall, Nampa Public Library, Nampa Civic Center and the Flying M Coffee Garage. *The majority of the comments were made regarding parks and recreation issues in regards to bike lanes, pathways, and walkways. "More linked trails for bikes and walking would make traversing the city easier."* The following are a listing of questions asked. The following are a listing of questions asked.

- a. What type of parks does Nampa need?
- b. What types of facility amenities are important to you?
- c. What types of recreation programs and services do we need more have in Nampa?
- d. Obesity is a rising concern, what programs and services would help combat obesity?
- e. How can Nampa be more environmentally friendly in our parks system?
- f. How do members of your household receive information about Nampa's parks and recreation programs and services?
- g. Identify key project by planning area.

A 2035 Project Visioning open house was held on March 9, 2010 at the Nampa Civic Center. This open house gave the community another opportunity to address concerns based upon the 14 elements of the comprehensive plan. Most comments were directed towards transportation, downtown, parks and recreation, and education.

On May 18 and 19, 2010 at the Nampa Civic Center, the community was asked to review all comments from the previous open houses including slide presentations, public comment and roving boards and the comprehensive plan map. This would be their final chance to provide public comments. It was noted that the public will also have a chance to comment, during the public hearing process before the Planning and Zoning Commission and the City Council.

A summary of the comments which address issues regarding Parks and Recreation, Economic Development, School Facilities and Transportation, Public Facilities, Services and Utilities, Transportation, Land Use, Community Design and Housing are identified below:

Parks and Recreation

- a. Development of parks that would meet and encourage creative and multi-sensory play;
- b. Provide parks that are ADA accessible;
- c. Place bike racks in parks and other destination sites;
- d. Daylight Indian Creek;
- e. Support Lake Lowell Development;
- f. Development bike/walking paths/horse trails;
- g. Connect bikeways and trails;
- h. Create a bicycle/pedestrian coordinator position;
- i. Establish signage, mileage and points of interest signage program for pathways;
- j. Include bicycle parking requirements in business design standards;
- k. Develop a bike and pedestrian plan that includes criteria for design, type and installation (placement) of bike, trails and sidewalks;
- l. Plan parks within easy walking distance for all Nampa citizens;
- m. Support Deer Flat Preserve and the open space around it;
- n. Develop nature and xeriscape plants in parks;
- o. Identify opportunities for cross-county pathway system and
- p. Develop gateway plan.

Economic Development

- a. Create new jobs;
- b. Attract business to our community;
- c. Fill up the “new” empty buildings we already have and
- d. Offer businesses an incentive to move their operation to Nampa without raising their taxes.

School Facilities and Transportation

- a. Encourage non-transitional schools geared towards learning styles;
- b. Partner w/schools district and use facility for night school;
- c. Provide bike and walk paths to schools and
- d. Create parking and housing at CWI.

Public Facilities, Services and Utilities

- a. Build new library;
- b. Provide more amenities need to be to the North Nampa;
- c. Plant more trees;
- d. Connect bikeways and pathways and
- e. Provide parking for library.

Transportation

- a. Repair old bridge on Davis Street near Purple Sage;
- b. Provide comprehensive traffic plan to reduce bottlenecks and accidents;
- c. Support light rail system from Nampa to Boise;
- d. Provide safer roadways;
- e. Update and repair sidewalks;
- f. Adopt of “complete streets” policy;
- g. Provide more public transportation services and
- h. Fill gaps to sidewalk system.

Land Use

- a. Preserve agricultural land;
- b. Support local food – Nampa first;
- c. Encourage infill development;
- d. Support Idaho Center Specific Area Plan;
- e. Develop a Highway 16 Interchange Specific Area Plan and
- f. Amend the comprehensive plan from light industrial to commercial to allow for an attractive, well-designed, high-end, future development of this key entrance into Nampa and Canyon County.

Community Design

- a. Create a public gathering place – downtown;
- b. Establish signage, mileage and points of interest signage program for trails and pathways;
- c. Support more community art and landscaping;
- d. Create an active downtown with public spaces to meet friends and
- e. Prohibit billboards and digital billboards.

Housing

- a. Develop policies for more starter homes.



CHAPTER ONE – PROPERTY RIGHTS

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, Lucas 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 insure 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

Abstract

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” despite the fact that 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 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 *Lucas 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.

Carefully review regulations requiring that the entire particular parcel of land be left substantially in its natural state. 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 "taking." Hodel v. Irving, 481 U.S. 704, S. Ct. 2076 (1987).

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 (1987); Dolan v. City of Tigard, 512 U.S. 374, 114 S. Ct. 2309 (1994).

In Nollan, the United States Supreme Court held that it was an unconstitutional "taking" to condition the issuance 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.

GOAL 1: Preserve and protect private property rights within the bounds of Federal and State law.

OBJECTIVE 1: Ensure that all land use regulations and procedures are reviewed and follow due process of law.

STRATEGY 1: The City should conduct an annual review of all applicable land use rulings.

STRATEGY 2: The City should 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.

STRATEGY 3: The City shall utilize the Idaho Regulatory Takings Analysis as requested by the public.

EXHIBIT 1-1- PROPERTY RIGHTS IMPLEMENTATION ACTIONS

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
1	Ensure that all land use regulations and procedures are reviewed and follow due process of law.	Legal and Planning	Staff Time



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 Census data and the Demographic Forecast and Land Use Analysis and population estimates. In addition, population data has been provided for Canyon County and the state of Idaho to compare growth patterns. According to the 2010 census, the City grew by 82.9% from 1990 - 2000 and 57.2% from 2000 – 2010 with a 2010 population of 81,557. This dramatic 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 to meet those expectations. 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 50,000 by the year 2035, 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 28,365 in 1990, 51,867 in 2000 and 81,567 in 2010. See Exhibit 2-1. In most of the population categories identified in this chapter, the City saw increases. In June 2008, the Demographic Forecast and Land Use Analysis for the Nampa Study Area and South Study Area 2007-2030 was completed by JUB Engineering in association with Taylor Planning, Chartered to determine sewer capacity in the South Nampa Area. While this report was adopted at the peak of Nampa's growth pattern, the long term projections are more likely to be realistic, but the short term estimates may see some significant differences.

EXHIBIT 2-1 – POPULATION HISTORY

YEAR	1960	1970	1980	1990	2000	2010
Nampa	18,013	20,768	25,112	28,365	51,867	81,557
Canyon County	57,662	61,288	83,756	90,076	131,441	188,923
State of Idaho	667,191	713,015	944,127	1,006,749	1,293,953	1,567,582

SOURCE: U. S. CENSUS BUREAU
PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

The population in Nampa increased by 57.2 % from 2000 to 2010 compared with 82.9 % from 1990-2000. It is not anticipated that the City will see future growth at this rate within the near future. See Exhibit 2-2 below.

EXHIBIT 2-2 – POPULATION CHANGE PERCENT

	1990-00	2000-2010
Nampa	82.9%	57.2%
Canyon County	45.9%	43.7%
State of Idaho	28.5%	21.1%

SOURCE: U. S. CENSUS BUREAU
PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

As shown in the Exhibit 2-3, the number of households in Nampa in 2010 was 27,729 and household size was at a rate of 2.94 persons per household from 2000- 2010, which is an increase from 2.87 in 2000.

EXHIBIT 2-3 – HOUSEHOLDS AND HOUSEHOLD SIZE, 2000 AND 2010

	NAMPA 2000	NAMPA 2010	CANYON COUNTY 2000	CANYON COUNTY 2010
Number of Households	18,090	27,729	45,108	63,604
Persons per Household	2.87	2.94	2.91	2.97

SOURCE: U. S. CENSUS BUREAU
PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

In Nampa, the 2000 to 2010 age group population identified from birth to 19 years of age had a 1.1 percent increase. The age group between 20 – 64 years of age had a 10.1% increase and the senior population 65 and over, and a 0.9% decrease for a total population increase of 10.3 percent. One can conclude that, the overall population is increasing as shown by Exhibit 2-4.

EXHIBIT 2-4 – MEDIAN AGE, POPULATION UNDER 20 YEARS, POPULATION 20-64, POPULATION AGE 65 AND OVER, 2000 AND 2010

MEDIAN AGE, POPULATION UNDER 20 YEARS, POPULATION 20-64, POPULATION AGE 65 AND OVER, 2000 AND 2010											
	MEDIAN AGE		UNDER 20 YEARS		% CHANGE	20-64		% CHANGE	65+		% CHANGE
	2000	2010	2000	2010	-	2000	2010	-	2000	2010	-
Nampa	28.5	30.1	17,765	28,787	62.0	27,235	44,377	62.9	9,041	8,393	-7.2
Canyon County	30.5	31.6	44,822	65,235	45.5	72,158	103,292	43.1	14,461	20,396	41.0
State of Idaho	33.2	34.6	413,865	475,281	14.8	734,172	897,633	22.3	145,916	194,668	33.4

SOURCE: U. S. CENSUS BUREAU, 2010 CENSUS DEMOGRAPHIC PROFILE DATA & 2000 CENSUS PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

POPULATION BY AGE GROUPS, 2000 AND 2010

In Nampa, the 2000 to 2010 age group population identified from birth to 19 years of age had a 1.1 percent increase. The age group between 20 – 64 populations had a 10.1 percent increase and the senior population 65 and over, and a 0.9 percent decrease for a total population increase of 10.3 percent. One can conclude that, the overall population is increasing.

In addition, 35.3 percent of the population is nineteen years old or under, 64.7 of the population is between 20 and 64 and 10.3 percent of the population is 65 and over. See Exhibit 2-5.

EXHIBIT 2-5 – POPULATION BY AGE GROUPS, 2000 AND 2010 – NAMPA

AGE	NAMPA 2000		% BY CATEGORY	NAMPA 2010		% BY CATEGORY	% DIFFERENCE
	NUMBER	PERCENT		NUMBER	PERCENT		
Under 4 years	5,465	10.5		7,997	9.8		
5-14	8,451	16.3	34.2	14,817	18.2	35.3	1.1
15-19	3,849	7.4		5,973	7.3		
20-24	4,797	9.2		5,653	6.9		
25-34	9,112	17.6		12,661	15.5		
35-44	6,606	12.7	54.6	10,714	13.1	64.7	10.1
45-54	4,747	9.2		8,618	10.6		
55-64	3,047	5.9		6,731	8.3		
65-74	2,574	5.0		4,400	5.4		
75-84	2,282	4.4	11.2	2,601	3.2	10.3	-0.9
85 years and over	937	1.8		1,392	1.7		
Total	51,867	100.0	100.0	81,557	100.0	100.0	10.3

SOURCE: U. S. CENSUS BUREAU, 2000 & 2010 CENSUS DEMOGRAPHIC PROFILE DATA & 2000 CENSUS PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

In Canyon County the 2000 to 2010, age group population identified from birth to 19 years of age saw a 0.4% increase. The age group between 20 – 64 populations had a decrease of 0.1% and the senior population 65 and over, had a decreased of 0.3%. One can conclude that, the overall population is remaining steady as shown by Exhibit 6.

In addition, 34.5 percent of the population is nineteen years old or under, 54.7 of the population is between 20 and 64 and 10.8 percent of the population is 65 and over.

EXHIBIT 2-6 – POPULATION BY AGE GROUPS, 2000 AND 2010 CANYON COUNTY

AGE	CANYON COUNTY 2000		% BY CATEGORY	CANYON COUNTY 2010		% BY CATEGORY	% DIFFERENCE
	NUMBER	PERCENT		NUMBER	PERCENT		
Under 4 years	11,986	9.1		17,143	9.1		
5-14	22,246	16.9	34.1	33,308	17.6	34.5	0.4
15-19	10,590	8.1		14,784	7.8		
20-24	9,927	7.5		11,957	6.3		
25-34	19,035	14.5		26,246	13.9		
35-44	18,141	13.8	54.8	24,339	12.9	54.7	-0.1
45-54	15,175	11.5		22,386	11.9		
55-64	9,880	7.5		18,364	9.7		
65-74	7,170	5.5		11,575	6.1		
75-84	5,346	4.1	11.1	6,069	3.2	10.8	-0.3
85 years and over	1,945	1.5		2,752	1.5		
Total	131,441	100.0	100.0	188,923	100.0	100.0	0

SOURCE: U. S. CENSUS BUREAU, 2000 & 2010 CENSUS DEMOGRAPHIC PROFILE DATA & 2000 CENSUS
PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

In State of Idaho, the 2000 to 2010 age group population identified from birth to 19 years of age had a 1.6 % decrease. The age group 20 – 64 populations had a 0.4 % increase and the senior population 64 and over, increase population of 1.2 %. See Exhibit 2-7. After comparing these three categories one can see that the City of Nampa and Canyon County have a far different population pattern than the State of Idaho.

From birth to 19 years of age the City of Nampa had a 10.1 % population increase; Canyon County had a 0.1 % decrease, while the State had a 0.1 % decrease. In the age group 20 – 64, Nampa had a population decrease of 0.2 %, and Canyon County had a 1.2 % decrease, but the State had a 0.4 % increase. The senior population 64 and over had a decrease of 0.9 % in Nampa, 0.3 % decrease in Canyon County, and State saw an increased 1.2 %.

Over call the City of Nampa had a 10.3 % increase of population, while the Canyon County and the State held steady.

In addition, 30.4 percent of the population is nineteen years old or under, 57.2 of the population is between 20 and 64 and 12.4 percent of the population is 65 and over.

EXHIBIT 2-7 – POPULATION BY AGE GROUPS, 2000 AND 2010, STATE OF IDAHO

AGE	STATE OF IDAHO 2000			STATE OF IDAHO 2010			
	NUMBER	PERCENT	% BY CATEGORY	NUMBER	PERCENT	% BY CATEGORY	% DIFFERENCE
0-4	97,643	7.5		121,772	7.8		
5-14	205,364	15.9	32.0	238,150	15.2	30.4	-1.6
15-19	110,858	8.6		115,359	7.4		
20-24	93,994	7.3		108,209	6.9		
25-34	169,433	13.1		208,965	13.3		
35-44	192,968	14.9	56.8	191,609	12.2	57.2	0.4
45-54	170,248	13.2		208,537	13.3		
55-64	107,529	8.3		180,313	11.5		
65-74	75,970	5.9		109,534	7.0		
75-84	51,889	4.0	11.2	59,892	3.8	12.4	1.2
85 years and over	18,057	1.3		25,242	1.6		
	1,293,953	100.0	100.0	1,567,582	100.0	100.0	0

SOURCE: U. S. CENSUS BUREAU, 2000 & 2010 CENSUS DEMOGRAPHIC PROFILE DATA & 2000 CENSUS PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

Minority population increased by 5 percent in Nampa and 1 percent Canyon County from 2000-2010. See Exhibit 2-8.

EXHIBIT 2-8 – MINORITY POPULATION, 2000 AND 2010

	NAMPA 2000		NAMPA 2010		CANYON COUNTY 2000		CANYON COUNTY 2010	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
White	43,281	83.4	67,618	82.9	109,225	83.1	156,750	83.0
Black or African American	206	0.4	593	0.7	421	0.3	1,077	0.6
American Indian, Alaska Native Alaska Native	490	0.9	954	1.2	1,120	0.9	2,028	1.1
Asian, Pacific Islander	484	0.9	722	0.9	1,056	0.8	1,519	0.8
Some other race	5,925	11.4	9,026	11.1	16,173	12.3	21,871	11.5
Two or more races	1,481	2.9	2,644	3.2	3,446	2.6	5,678	3.0
Total population	51,867	100.0	81,557	100.0	131,441	100.0	156,750	100.0
Hispanic or Latino and Race								
Hispanic Ethnicity	9,282	17.9	18,653	22.9	24,455	18.6	45,069	23.9
Not Hispanic or Latino	42,585	82.1	62,904	77.1	106,986	81.4	143,854	76.1

SOURCE: U. S. CENSUS BUREAU, 2000 & 2010 CENSUS DEMOGRAPHIC PROFILE DATA & 2000 CENSUS PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

2.3 POPULATION PROJECTIONS AND FORECASTS

In 2007 a Demographic Forecast and Land Use Analysis for the Nampa Study Area and South Study Area 2007-2030 was conducted. The study area included the current City limits as well as the City of Nampa Area of City Impact. See Exhibit 10. Projections in 2008 suggested that the population of the City of Nampa would grow to 80,000 by 2010, but the actual population count was 81,557 based upon the 2010 census.

Persons per household have increased from 2.87 in 2000 at a rate of 2.94 in the 2010 census. The 2007 study suggests that there would be a decline in persons per household from 2.61 in 2010 and 2015, to 2.63 (2020), 2.66 (2025), and 2.67 (2030).

According to the U.S. Census, the median age has increased from 28.5 to 30.1 percent, which suggests that the population of Nampa is getting older, but is still younger than both the state and nation. See Exhibit 2-4.

In analyzing population projections this plan is using the data from Community Planning Association of Southeastern Idaho (COMPASS). It is suggested that Nampa growth will not be in the 40-60 percent ratios in the near future, but more like 20 percent for a 10 year period, as rates projected by COMPASS. See Exhibit 2-9 for future population estimates.

EXHIBIT 2-9 – NAMPA PROJECTED GROWTH RATES 2010-2035

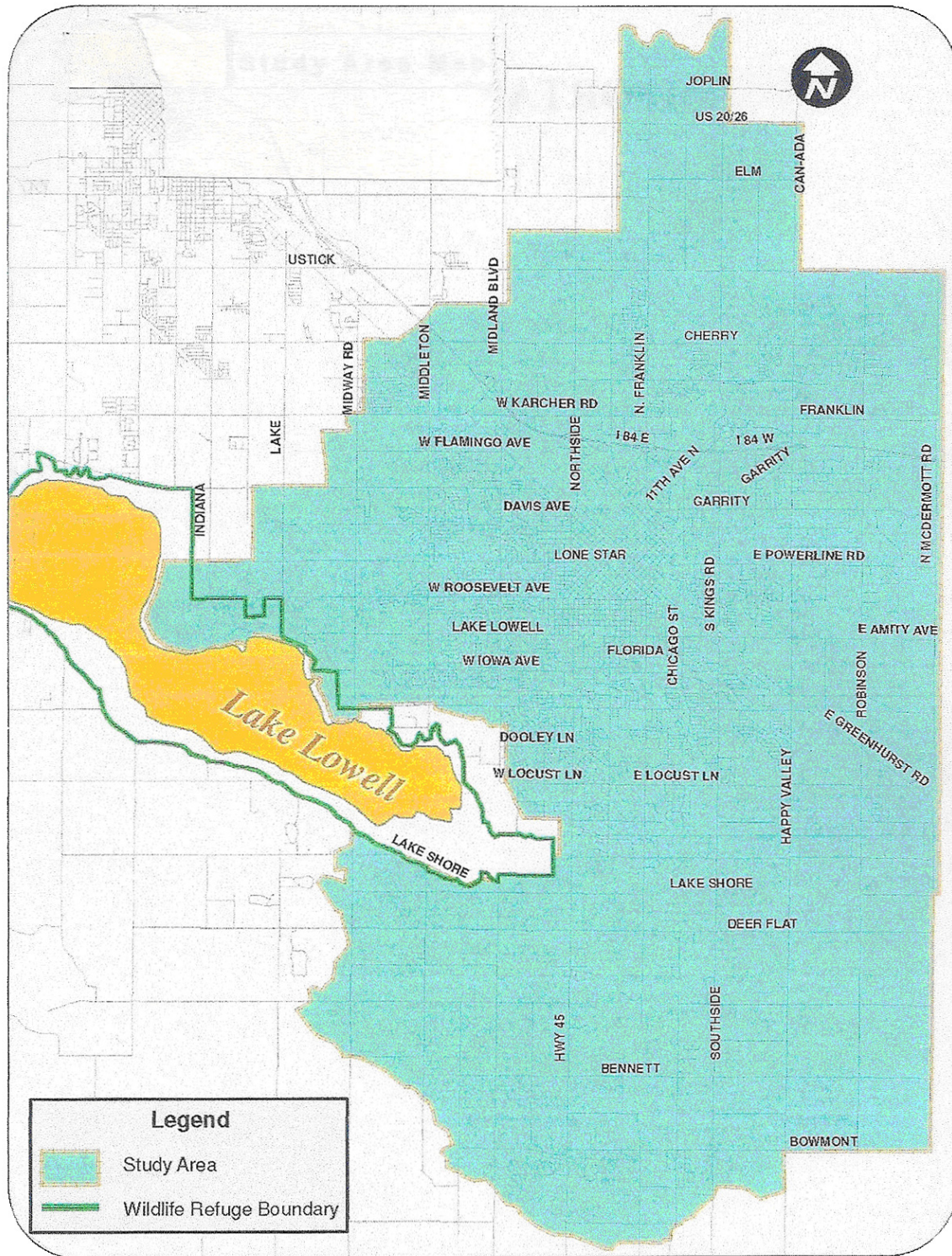
YEAR	2010	2015	2020	2025	2030	2035
Population	81,557*	91,262	99,658	110,421	118,481	132,935
Population % Change	0.00%	11.9	9.2	10.8	7.3	12.2

SOURCE: U. S. CENSUS, STATE OF IDAHO DEPARTMENT OF COMMERCE, 2010* AND COMPASS JUNE 2010.

Based upon conversations, during the Comprehensive Plan Subcommittee (CPS) process, families seem to continue to move to Nampa for various reasons, such as a family friendly atmosphere, schools, recreation and employment opportunities.

Land use assumptions regarding roadway and utility needs seem not to be in conflict with the change in demographics.

EXHIBIT 2-10 - DEMOGRAPHIC FORECAST AND LAND USE ANALYSIS FOR THE NAMPA STUDY AREA AND SOUTH STUDY AREA 2007 -2030



GOAL 1: Maintain and improve Nampa's high quality of life through managed and balanced growth.

OBJECTIVES AND STRATEGIES FOR POPULATION DATA

- OBJECTIVE 1:** Review 2010 U.S. Census data to plan and identify future growth patterns.
- OBJECTIVE 2:** Acquire the most updated demographic data to manage changes in the growth patterns of the City.
- STRATEGY 1:** Work with COMPASS, Idaho Department of Labor and other agencies to review, develop and update population and demographic data.
- STRATEGY 2:** Continue to review demographic data to plan for City needs and services.

OBJECTIVES AND STRATEGIES FOR DIVERSITY

- OBJECTIVE 3:** Encourage, support and embrace the growth of a diverse community.
- STRATEGY 1:** Provide opportunities for voluntary minority integration into the community.
- STRATEGY 2:** Increase involvement in the public activities of minority residents.
- STRATEGY 3:** Evaluate population forecasts and growth trends annually and update the comprehensive plan as needed.
- STRATEGY 4:** Maintain an atmosphere that welcomes a diverse community.
- STRATEGY 5:** Build a strong community by providing activities and services, which are inclusive of all residents.
- STRATEGY 6:** Strengthen the community by providing opportunities to bring Nampa residents together.

OBJECTIVES AND STRATEGIES FOR GROWTH

- OBJECTIVE 4:** Encourage and manage high quality residential, commercial and industrial development.
- STRATEGY 1:** Plan for the inter-relationship between transportation and Nampa's future development.

- STRATEGY 2: Encourage development where public facilities are in place.
- STRATEGY 3: Coordinate the provision of City and other public services.
- STRATEGY 4: Analyze the impact of new development on the existing transportation system, City services, and schools.
- STRATEGY 5: Identify areas for infrastructure development that match population trends.
- STRATEGY 6: Coordinate with Canyon County for future development and regional growth.
- STRATEGY 7: Encourage Canyon County to use Nampa’s ordinances as a guide for development in the Area of City of Impact.
- STRATEGY 8: Update City ordinances to define the provision of water to new developments.

EXHIBIT 2-11- POPULATION IMPLEMENTATION ACTIONS

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
1	Compare growth projection with the 2010 census and make modification to the Demographic Forecast and Land Use Analysis for the Nampa Study Area and South Study Area 2007-2030.	Public Works	The cost of the update.
2	Identify areas for infrastructure based upon population and growth projections.	Public Works	The cost of the update.
3	Review future land use and infrastructure needs within the Area of City Limits (ACI).	Public Works	The cost of the update.



CHAPTER THREE - HOUSING

3.0 EXECUTIVE SUMMARY

Housing fundamentally serves as shelter from the elements, but plays an important role in many more aspects of the community and its residents' lives. Nampa landlords use housing for income and an investment. Homeowner occupants also use their home as an investment to build equity for retirement and other financial needs. The development, construction, and furnishing of housing, serve as critical economic drivers and employers for Nampa. Finally, housing is a critical part of our culture, sense of belonging, and the fabric of neighborhoods and the community.

Where one lives, and how one lives, can help shape neighborhood efforts to foster a sense of connection or isolation. Gated communities and larger complexes may sometimes build a sense of community within their boundaries, but also have the potential to create connection barriers within the larger community. Concentrations of common housing types and quality may sometimes lead to greater isolation for particular groups and the placement of housing within the community may limit or enhance access to important goods and services.

The City of Nampa aims to foster diversity in housing within the community. The lack of diverse housing can contribute to other community problems like sprawl, traffic congestion, and deteriorating housing in concentrated areas. Some factors that complicate developing diverse housing include:

- a. Land: High land values and lack of availability may make developing housing diversity unfeasible.
- b. Market factors and demand: Need, potential customer demographics, and location influence the decision over the type of housing to be developed.
- c. Public perception: Housing developments that enhance diversity often experience significant opposition from existing property owners in the area who want to maintain the existing atmosphere.
- d. Infrastructure: Land that is most suited for diverse development may not have essential infrastructure available such as water, sewer, and roads.
- e. Regulations: Zoning, building, and subdivision ordinances may not allow innovation.
- f. Familiarity: In regards to design, builders and the development community have traditionally developed projects with which they are familiar. Creating diversity may require innovative partnerships and ideas.

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 assist in meeting housing needs of Nampa residents' needs.

This housing chapter analyzes historic housing trends, highlights the current inventory, and identifies a vision, goals, objectives, and strategies to foster appropriate housing development.

3.1 HOUSING CHARACTERISTICS

The preservation of the functionality, the quality and character of the existing housing stock is important to the City. In addition, the City must adapt the current built housing supply to new demographic needs. The challenges facing the City of Nampa include:

- a. The majority of housing units (77.4%) are single family dwelling units.
- b. Manufactured or mobile homes are 6.7% of the City's housing stock.
- c. Over fifteen percent (15.9 %) of Nampa's housing stock are multi-family dwelling units.
- d. Over twenty percent (20.5%) of Nampa's housing stock of was built before 1969.
- e. Current housing will continue to age and deteriorate without additional reinvestment in maintenance.
- f. Technological changes in the building industry have changed expectations of how a dwelling unit performs, in terms of energy conservation and other issues.
- g. Nampa's population continues to change its demographic character in terms of household size, occupant ages, and life-styles.
- h. Based upon the 2007-2011 housing crisis, the vacancy rates for homeownership in 2010 was 10%, while the vacancy rate for rentals was 3% in July 2011.
- i. Housing size may be affected by the housing crisis.

EXHIBIT 3-1 – DETAILED HOUSING CHARACTERISTICS – TYPES OF STRUCTURES - 2010

UNITS IN STRUCTURE		
TYPE OF STRUCTURE	CITY OF NAMPA	
	NUMBER OF UNITS	PERCENT
1-unit detached	21,908	75.2
1-unit attached	633	2.2
2 units	1,111	3.8
3-4 units	1,747	6.0
5-9 units	753	2.6
10-19 units	392	1.3
20 or more units	623	2.1
Mobile/ Manufactured Homes	1,966	6.7
Boat, RV, van, etc.	0	0.0
Total	29,133	100

SOURCE: U. S. CENSUS BUREAU, 2007-2009 AMERICAN COMMUNITY SURVEY 3-YEAR ESTIMATES
PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

EXHIBIT 3-2 - DETAILED HOUSING CHARACTERISTICS – HOUSING STOCK - 2010

<i>HOUSING STOCK</i>				
<i>YEAR STRUCTURE BUILT</i>	<i>CITY OF NAMPA</i>		<i>CANYON COUNTY</i>	
	<i>NUMBER</i>	<i>PERCENT</i>	<i>NUMBER</i>	<i>PERCENT</i>
Number Built 2005 or later	2,837	9.7	6,659	9.8
Number Built 2000 through 2004	7,838	26.9	14,198	21.4
Number Built 1990 through 1999	7,218	24.8	14,633	21.6
Number Built 1980 through 1989	1,545	5.3	4,562	6.7
Number Built 1970 through 1979	3,719	12.8	11,725	17.3
Number Built 1960 through 1969	1,343	4.6	3,828	5.7
Number Built 1950 through 1959	1,642	5.6	4,014	5.9
Number Built 1940 through 1949	1,218	4.2	3,432	5.1
Number Built 1939 or Earlier	1,773	6.1	4,372	6.5

SOURCE: U. S. CENSUS BUREAU, 2007-2009 AMERICAN COMMUNITY SURVEY 3-YEAR ESTIMATES
PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

3.2 MANUFACTURED HOMES AND MANUFACTURED HOMES COMMUNITIES

During a development public hearing, people testified they would not have any concerns regarding the proposed development if only the subject development would only have “stick built” housing, i.e.: no manufactured housing units.

Idaho Code 67-6502 states the purpose of the Local Planning Act. It states the purpose of this “act shall be to promote the health, safety, and general welfare of the people of the State of Idaho as follows:

- (a) To protect property rights while making accommodations for other necessary types of development such as low-cost housing and mobile home parks.”

In regards “Manufactured Housing Community” 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. The 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 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 do not comply with the uniform building codes can be a public hazard, due to not meeting the standards within the codes. There are 37 established mobile home/manufactured home parks with approximately 811 manufactured and mobile homes lots available within the City limits. Manufactured housing is important and could be one source for affordable housing in a community. Exhibit 3-3 describes the name and number of lots of mobile home/manufactured home parks and show locations.

EXHIBIT 3-3- ESTABLISHED MOBILE HOME/ MANUFACTURED HOME PARKS -2010

#	NAME	NUMBER OF LOTS	#	NAME	NUMBER OF LOTS	#	NAME	NUMBER OF LOTS	#	NAME	NUMBER OF LOTS
1	Airport Village MHP 318 N. 40th St.	30	10	Flamingo III 1320 W. Flamingo	22	19	Karcher Mobile Home Park 1410 Flamingo	151	28	Silvercrest Estates 1907 W. Flamingo Ave.	170
2	B & B MHP 125 1st St. N.	0	11	Gem Mobile Home Park 914 N. Midland	34	20	Karcher Village 2219 Caldwell Blvd.	51	29	Stephens MHP 157 1st St. N.	9
3	Bailey MHP 1,2,& 3 4114 Airport Rd.	40	12	Green Acres 816 N. Midland	40	21	Kings Court 616 N. Kings Rd.	25	30	Stringers MHP 5022 Airport Rd.	5
4	Bobs Mobile Home Park 412 10th Ave. N.	8	13	Happy Valley I 4316 Airport Rd.	93	22	Maple View MHP 316 E. Carol	12	31	Swords Mobile Home Park 139 2nd Ave. N.	10
5	Country Living 575 Caldwell Blvd.	58	14	Happy Valley II 4316 Airport Rd.	56	23	Mason Creek 1112 3rd Ave. N.	32	32	Victorian Station 711 4th Ave. N.	32
6	Country Style 16983 Ten Ln.	23	15	Happy Valley III 4316 Airport Rd.	43	24	Midway Park Addition 11224 Hunt Ave.	24	33	Village MHP 1124 3rd St. N.	16

#	NAME	NUMBER OF LOTS	#	NAME	NUMBER OF LOTS	#	NAME	NUMBER OF LOTS	#	NAME	NUMBER OF LOTS
7	Evergreen Mobile Home Park 2819 Caldwell Blvd.	140	16	Happy Valley IV 4316 Airport Rd.	45	25	Moralez Park 2647 2nd St. S.	6	34	West Pine Manor 1715 W. Flamingo	73
8	Flamingo I 1320 W. Flamingo	25	17	Happy Valley V 630 N. 39th St.	34	26	OK Mobile Home Park 1401 N. Midland	34			
9	Flamingo II 1320 W. Flamingo	22	18	Harmony Heights 320 Airport Rd.	26	27	Rushmore 3804 Garrity Blvd.	22			

SOURCE: CITY OF NAMPA, BUILDING DEPARTMENT, 2011

One of the major issues for many manufactured home/mobile home is they do not own the land their housing unit is placed upon. In some communities, the City has been caught by surprise, when these lands were sold with little notice to the manufactured home/mobile home homeowner. The Idaho Legislature changed the law, whereby the landowner must give the manufactured home/mobile home owner a 90 day notice. This may not be enough time to finance a move and in some cases find a new lot for the home. The City will need to identify options for manufactured home/mobile home owners if they are displaced when the rented land the manufactured home/mobile home is one is sold.

www.legislature.idaho.gov/legislation/2008/H0519

3.3 HOUSING BUILDING PERMITS

Exhibit 3-4 identifies of 11,106 housing building permits issued from 2000-2010. It also reports only 897 housing units received building permits from 2007-2010. No building permits were issued for multi-family dwelling units or manufactured homes 2009 and 2010. Building permits were at their lowest in 2009 with only 71 units.

EXHIBIT 3-4 – CITY OF NAMPA, BUILDING UNITS, 2000 THRU 2010

YEAR PERMIT ISSUED	SINGLE-FAMILY UNITS	MANUFACTURED HOMES	MULTI-FAMILY DWELLING UNITS	TOTAL UNITS
2000	1,161	42	106	1,309
2001	1,232	42	100	1,374
2002	1,479	24	102	1,605
2003	1,228	16	264	1,508
2004	1,147	9	361	1,517
2005	1,419	16	118	1,553
2006	1,153	5	185	1,343
2007*	280	6	181	467
2008	176	3	63	241
2009	71	0	0	71
2010	118	0	0	118
Total	9,464	163	1,479	11,106

SOURCE: NAMPA BUILDING PERMIT RECORDS, MAY 2011 (THIS INFORMATION IS FROM CALENDAR YEAR JANUARY-DECEMBER, NOT A FISCAL YEAR.)

*BEGINNING OF THE RECESSION

3.4 HOUSING TENURE AND OCCUPANCY

According to the 2010 census, there are 18,353 owner-occupied housing units and 7,866 renter-occupied housing units. There are a total of 2.94 people per average household size of occupied units. As described in Exhibit 3-5.

EXHIBIT 3-5 - HOUSING TENURE, 2010

<i>HOUSING TENURE</i>	<i>HOUSING TENURE</i>	<i>PERCENT OF UNITS</i>	<i>AVERAGE HOUSEHOLD SIZE OF OCCUPIED UNITS</i>
Owner-Occupied housing units	18,353	60	2.37
Renter-Occupied housing units	7,866	30	2.23
Total Housing Occupancy	26,219	90	2.94

SOURCE: U. S. CENSUS, STATE OF IDAHO DEPARTMENT OF COMMERCE, 2010

Ninety percent of the housing units in Nampa are occupied and 10% of the housing units are vacant as describe in Exhibit 3-6.

EXHIBIT 3-6 - HOUSING OCCUPANCY, 2010

<i>TYPE OF UNITS</i>	<i>NUMBER OF UNITS</i>	<i>PERCENT OF UNITS</i>
Total housing units occupied	26,219	90.0
Vacant units	2,914	10.0
Seasonal, recreation, or occasional use	na	-
Total	29,133	100

SOURCE: U. S. CENSUS, STATE OF IDAHO DEPARTMENT OF COMMERCE, 2010

3.5 HOUSING COSTS AND INCOME LEVELS

Exhibit 3-7 describes how much a household pays for housing versus their annual income. The rule of thumb is a household should not pay more than 30% of their income for housing. Approximately 41.9 percent of the residents pay 30% or more of their wages for housing.

EXHIBIT 3-7 - COST AS A PERCENTAGE OF HOUSEHOLD INCOME - 2010

SELECTED MONTHLY OWNERS COST AS A PERCENTAGE OF HOUSEHOLD INCOME	CITY OF NAMPA	
	NUMBER	PERCENT
Less than 20.0 percent	3,653	26.1
20.0 to 24.9 percent	2,263	16.1
25.0 to 29.9 percent	2,228	15.9
30.0 to 34.9 percent	1,833	13.0
35.0 percent or more	4,046	28.9
Not computed	88	-
Total	14,023	100

SOURCE: U. S. CENSUS BUREAU, 2007-2009 AMERICAN COMMUNITY SURVEY 3-YEAR ESTIMATES
PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

3.6 HOUSING VALUES AND RENTS

Housing values and rents are important to City of Nampa's residents. According to a presentation made to the Nampa Chamber of Commerce's annual Economic Forum in November 2010, the median home prices was down to \$94,000 for the budget year ending September 2010 compared with \$109,900 for 2009. Housing values and rents are important to City of Nampa's residents. Exhibits 3-8 and 3-9 describe the rates citizens are paying for housing.

EXHIBIT 3-8 - HOUSING VALUE, CITY OF NAMPA - 2010

HOUSING VALUE OWNER-OCCUPIED UNITS	NUMBER	PERCENT OF UNITS
Less than \$ 50,000	1,175	6.5
\$ 50,000 to \$99,000	1,945	10.7
\$ 100,000 to \$149,000	6,026	33.1
\$ 150,000 to \$199,000	5,111	28.1
\$ 200,000 to \$299,000	2,989	16.4
\$ 300,000 to \$ 499,000	779	1.3
\$ 500,000 to \$ 999,000	192	1.1
\$ 1,000,000 or more	0	0.0
Median (dollars)	\$149,700	

SOURCE: U. S. CENSUS BUREAU, 2007-2009 AMERICAN COMMUNITY SURVEY 3-YEAR ESTIMATES.
PROVIDED BY THE IDAHO DEPARTMENT OF LABOR, COMMUNICATIONS & RESEARCH, MAY 2011

EXHIBIT 3-9 – GROSS RENTS, 2005 -2009 ESTIMATES

RENT	2000 NUMBER	PERCENT OF UNITS	2005 - 2009 NUMBER	PERCENT OF UNITS
Less than \$ 200	276	5.0	107	1.3
\$ 200 to \$ 299	298	5.4	304	3.7
\$ 300 to \$ 499	1,728	31.4	992	12.0
\$ 500 to \$ 749	2,230	40.5	2,968	35.8
\$ 750 to \$999	731	13.3	2,377	28.7
\$ 1,000 to \$1,499	60	1.1	1,463	17.5
\$ 1,500 or more	26	0.5	79	1.0
No cash rent	162	2.9	291	(x)
Median (dollars)	528	(x)	728	(x)

SOURCE: U. S. CENSUS BUREAU, 2005-2009 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

The median gross rent in 2009 was \$719 per month. To read more:

<http://www.City-data.com/City/Nampa-Idaho.html#ixzz1RLRkkyDH>

3.7 SOURCE OF HEATING

Residents within the City of Nampa use gas, electricity, fuel oil and wood to heat their homes (See Exhibit 3-10). There have been some concerns regarding the use of wood to heat homes based upon days of weather inversions. During these particular times, the smoke settles in the City causing breathing problems for some area residents. In many communities, wood stoves are still allowed under any conditions, if it is the only source of heating.

EXHIBIT 3-10– SOURCE OF HEATING, 2000 AND 2009 ESTIMATES

HOME HEATING FUEL	2000 NUMBER	PERCENT OF UNITS	2009 NUMBER ESTIMATE*	PERCENT OF UNITS
Utility gas	11,751	64.5	19,314	73.0
Bottled, tank, or LP gas	268	1.5	290	1.1
Electricity	5,373	29.5	6,194	23.4
Fuel oil, kerosene, etc.	383	2.1	139	0.5
Coal or coke	11	0.1	0	0.0
Wood	334	1.8	349	1.3
Solar energy	0	0.0	0	0.0
Other fuel	51	0.3	128	0.5
No fuel used	56	0.3	45	0.2
Total	18,227	100	26,459	100

SOURCE: U. S. CENSUS BUREAU, 2005-2009 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES*

3.8 LACK OF UTILITIES

The lack of complete plumbing and kitchens give an indication of housing conditions in Nampa. The lack of phone (landline) services is different than in the 2000 census. The 2000 census data shows the number of homes without phone service was 221. In the 2005-2009 data that number increased to 1,889. The assumption is that people have dropped their land lines for cell phones. This number should increase over the next ten years.

EXHIBIT 3-11– THE LACK OF UTILITY SERVICES - 2000 AND 2005 -2009 ESTIMATES

	2000	2000	2005 - 2009	2005 - 2009
SELECTED CHARACTERISTICS	NUMBER	PERCENT OF UNITS	NUMBER	PERCENT OF UNITS
Lacking complete plumbing facilities	98	0.5	53	0.2
Lacking complete kitchen facilities	195	1.0	149	0.6
No phone service	221	1.1	1,889	7.1

SOURCE: 2000 AND 2005-2009, CENSUS, AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

3.9 HOUSING PROJECTIONS - 2011

The original Table 1, Housing Units in the Nampa Study Area - Historic and Forecast of the Demographics Forecast and Land Use Analysis for the Nampa Study Area and South Study Area 2007-2030 provides a description of housing units that are located in Nampa and the Area of City Impact. This table was modified to reflect the City of Nampa population and housing data.

EXHIBIT 3-12 - HOUSING UNITS IN THE NAMPA STUDY AREA - HISTORIC AND FORECAST

NAMPA STUDY AREA	2000 *	2010*	2015	2020	2025	2030	2035
Population	51,867	81,557	91,262	99,658	100,421	118,481	132,935
Person/households**	2.87	2.94	2.61***	2.62***	2.65***	2.65***	2.66****
Housing units*****	19,379	26,219	34,966	38,037	37,895	44,710	49,976

* US CENSUS

** HOUSEHOLD – A HOUSEHOLD INCLUDES ALL THE PEOPLE WHO OCCUPY A HOUSING UNIT. (PEOPLE NOT LIVING IN HOUSEHOLDS ARE CLASSIFIED AS LIVING IN GROUP QUARTERS.) THE OCCUPANTS MAY BE A SINGLE FAMILY, ONE PERSON LIVING ALONE, TWO OR MORE FAMILIES LIVING TOGETHER, OR ANY OTHER GROUP OF RELATED OR UNRELATED PEOPLE WHO SHARE LIVING ARRANGEMENTS. AVERAGE HOUSEHOLD SIZE IS A MEASURE OBTAINED BY DIVIDING THE NUMBER OF PEOPLE IN HOUSEHOLDS BY THE NUMBER OF HOUSEHOLDS.

*** TABLE 3, CITY OF NAMPA ADDITIONAL NEW HOUSING UNITS FORECAST PER TIME INCREMENT, NAMPA STUDY AREA AND SOUTH STUDY AREA – 2007–2030.

**** USE 2030 FIGURES + 0.01 - TABLE 3, CITY OF NAMPA ADDITIONAL NEW HOUSING UNITS FORECAST PER TIME INCREMENT, NAMPA STUDY AREA AND SOUTH STUDY AREA – 2007–2030.

***** 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. IN 2010 THERE WAS A 10% VACANCY RATE.

NOTE:

SOURCES: AMERICAN COMMUNITY SURVEY (ACS), 2006 AMERICAN COMMUNITY SURVEY DATA PROFILE HIGHLIGHTS, [HTTP://WWW.CENSUS.GOV/ACS/WWW/](http://www.census.gov/acs/www/); ECONOMIC FORECASTS FOR ADA AND CANYON COUNTIES, 2007–2040, PREPARED BY J. CHURCH, IDAHO ECONOMICS, FOR COMPASS (AUGUST 2007); U.S. 2000 CENSUS.

3.10 NAMPA GROUP HOUSING

According to the U.S. Census, two percent of the population lives in group quarters. The group quarters data are collected for two categories of facilities: institutional, which includes residences such as correctional facilities, nursing homes, and psychiatric hospitals; and non-institutional, which includes residences such as college dormitories, military barracks, and adult group homes.

These are non-traditional housing units, which the census identifies as group housing.

Two percent of Nampa's population current population is 1,631. The number of people in group housing is above average at 3.1% of the Nampa population. Exhibit 13 describes the housing type.

As stated by the Nampa Community Development Department, the future will require an increase in group homes as it is anticipated the Idaho State School and Hospital may close operations by 2015. There has been a national movement to deinstitutionalize person and reintroduce them into society.

EXHIBIT 3-13– NAMPA GROUP HOUSING – 2010

LOCATION	POPULATION	
	NAMPA	CANYON COUNTY
Students in Institutes of Higher Learning Housing (includes off campus quarters)	658	1028
Nursing Homes	496	690
People in local jails and other confinement facilities (including police lockups)	0	321
Job Corps and Vocational training Facilities	242	242
Other non-institutional group quarters	120	237
Schools, hospitals, or wards for the mentally ill/retarded	119	119
Other group homes	79	79
Halfway houses	66	66
Homes for abused, dependent, and neglected children	0	52
Homes for the mentally retarded	43	43
Other non-household living situations	0	15
Training schools for juvenile delinquents	0	12
Half-way houses for drug/alcohol abuse	7	7

LOCATION	POPULATION	
	NAMPA	CANYON COUNTY
People in wards in general hospitals for patients who have no usual home elsewhere	2	2
Homes for the mentally ill*	7	7
Hospitals or wards for drug/alcohol abuse	3	7
Hospitals/wards and hospices for chronically ill	2	5
People in hospices or homes for chronically ill	2	2
Short-term care, detention or diagnostic centers for delinquent children	0	10
People in other non-institutional group quarters – Idaho State School and Hospital	485	0
People in religious group quarters	0	0
People in homeless shelters	na	na
Total	2,331	2,944

<http://www.City-data.com/City/Nampa-Idaho.html#ixzz1JPvobnTj>
and

http://www.City-data.com/county/Canyon_ID.html#ixzz1JQ22S6TH
NA – NOT AVAILABLE

3.11 COMMUNITY DEVELOPMENT

The City of Nampa administers the Community Development Block Grant (CDBG) program through the Community Development Division, 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, principally for low- and moderate-income persons.

Every year, the City of Nampa accepts applications from the community for projects that primarily benefit low- and moderate-income persons.

3.11.1 Neighborhood Stabilization Program

The City of Nampa has received a one-time allocation of funds totaling \$3.6 million under the Housing and Economic Recovery Act of 2008 (HERA), Neighborhood Stabilization Program (NSP). The program has been funded under the Community Development Block Grant Program for the purpose of assisting in the redevelopment of abandoned and foreclosed homes to stabilize communities. It should be specifically noted this funding is not for the purpose of foreclosure prevention, but to return foreclosed properties back to the market and stabilize neighborhoods. Idaho Housing & Finance Association (IHFA) has been designated as the agency responsible for the administration of Idaho's NSP program and has allocate NSP funds to the areas of greatest need within the State.

3.11.2 Qualified Contractor Roster

The City of Nampa solicited experienced contractors to partner with the City and a number of Nampa based non-profit housing organizations to rehabilitate foreclosed homes within the community. The solicitation was designed to prequalify contractors who have demonstrated good business practices and are willing to take on a full range of residential construction projects.

3.11.3 Nampa's Consolidated Plan

The Community Development Division develops a Five-Year Consolidated Plan for the City of Nampa. The current plan covers FY 2007–2011. 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
- b. development needs, priorities, goals and strategies; and
- c. To stipulate how funds will be allocated to housing and community development activities.

The Community Development Department will be developing its' Five-Year Consolidated Plan (FY 2012 – FY 2015) for the City of Nampa in 2012.

3.11.3.1 Housing Needs

The Consolidated Plan identified the following housing needs.

- a. Improvement/rehabilitation of residential housing.
- b. Need for affordable housing to buy.
- c. Need for extremely affordable and transitional housing for the lowest income.

These were similar to the concerns addressed during the public participation process.

3.11.4 Fair Housing Act

The Federal Fair Housing Act, passed in 1968 prohibits discrimination in housing on the basis of 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). See:

www.portal.hud.gov/hudportal/HUD?src=/program_offices/fair_housing_equal_opp/FHLaws

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.

- a. Limitations in public transportation. In general, there is no comprehensive transit service in Nampa serving low-income, seniors or persons with disabilities on a regular basis.
- b. A lack of medium and high-density land use and development opportunities.
- c. Non-compliance with fair housing. Evidence suggests some landlords are ignorant of and do not comply with fair housing laws.
- d. Reduction in fair housing investigative services.
- e. Lack of bilingual leases. Landlords do not regularly provide leases in Spanish.
- f. Non-attainment of mortgages in certain geographic areas.

3.11.5 Homelessness

Homelessness is an issue faces many cities in Idaho. Traditionally, people identify the homeless as a single male with a substance abuse problem, but this is not true today. A person is homeless when they do not have a regular dwelling unit to live in. Male or female head of households with children, children, veterans, the elderly, victims of domestic violence, adults with mental or substance abuse issues, adult single female and males and others citizens, who have been identified as the unsheltered.

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, as well as to help understand the changes in trends among the homeless populations and raise public awareness of homelessness.

For the PIT count, homeless assistance and prevention networks were instructed to count all adults, children in households, and unaccompanied youth who meet HUD's definition of homelessness. At the time of the count a person is considered homeless only when he/she resides in one of the places described below at the time of the count:

Unsheltered homeless persons reside in a place not meant for human habitation. Included in this count are people in temporary tents or armory shelters, 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.

The results of Idaho's statewide Point-in-Time Count for the night of January 26, 2011 are as follows:

- a. 2199 sheltered and unsheltered individuals and persons in households counted as homeless;
- b. 1310 single individuals or members of adult only households;
- c. 297 Households of two or more persons consisting of at least one adult and one child (889 total persons in households);
- d. Of persons who identified gender, 58% were male and 39% female;
- e. Of persons who identified age, 25% are under the age of 18;
- f. Of persons who identified a Disabling Condition, 24% suffer from substance abuse and 17% from Mental Illness;
- g. Of persons who identified, 15% are Veterans;
- h. 23% are victims of Domestic Violence;
- i. In addition, 836 Precariously Housed individuals and households were surveyed during the unsheltered portion of the count, and although not included in the official PIT count numbers the survey responses are included in a separate form at the end of this report.

In 2011, the US Department of Housing and Urban Development provided two definitions for homelessness:

- a. A 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.
- b. 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.

<http://www.healthandwelfare.idaho.gov/LinkClick.aspx?fileticket=pQDRl8C-Rxo%3D&tabid=258&mid=1854>

This report gives an impact of homelessness in Idaho. It would be expected the 10 largest cities in the State would be impacted the most regarding homeless issues.

Based upon comments made during the services agencies in December 2010, there is a homeless issue in Nampa. A local shelter operated by Salvation Army has been completely full with a waiting list of approximately 30 families.

3.12 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.



3.13 AFFORDABLE HOUSING

With a soaring population in the Treasure Valley, as we saw from 2001-2007, urban sprawl can become a concern. Areas that were once deemed affordable are no longer so. This causes an increase in the amount of people seeking affordable housing by leaving communities in Ada County to seek out lower cost housing in Canyon County.

The closure of companies in recent years has created a high rate of unemployment and housing foreclosures. According to the Community Development Department, a recent application to Idaho Housing & Finance Agency (IHFA) showed the City of Nampa had three of the four zip codes with the highest level of foreclosure rates in the area. This has created a strain on many agencies creating a much longer housing waiting list than in the past.

Current housing stock is insufficient to address the need for affordable housing. Funding such as the Neighborhood Stabilization Program (NSP) are helping to address the foreclosure issue by purchasing properties then making them available to the community for re-sale.

Affordable housing is a term used to describe dwelling units whose total housing costs are deemed “affordable” to those with a median income. Although the term is often applied to rental housing within the financial means of those in the lower income ranges of a geographical area, the concept is applicable to both renters and purchasers in all income ranges.

This term is sometimes used with Low, Moderate Income (LMI) for certain Federal and State programs.

As a general rule the total annual sum for rent and other housing payments (including utilities) should not exceed 30 percent of gross household income. Lending institutions use a slightly different definition to determine whether housing is affordable for a prospective homeowner. The total annual payment (principal, interest, taxes, and insurance) should not exceed 26 to 28 percent of the homeowner’s gross annual income. Lending institutions also consider the homeowner’s total indebtedness, determining housing costs plus all other indebtedness should not exceed 33 to 36 percent of the homeowner’s income. There are many people who pay more than the 36 percent monthly as rent, but cannot meet the minimum requirements for home ownership. Fifteen percent (15.5%) of the City of Nampa households that own a home pay 30 percent or more of their income for housing units (See Exhibit 3-7).

13.13.1 Increase Housing Affordability without Sacrificing Long-term Quality of Life

This issue strives to determine how Nampa can create higher densities of dwelling units and less expensive production and financing systems to lower housing costs over the next 25 years. The primary factors underlying this issue include:

- a. Public infrastructure costs and private household resources can be reduced through intelligent use of higher housing densities, both in construction and ongoing operational costs.
- b. Higher density is one method of reducing land and some support costs for housing.

3.14 HOUSING TYPES

Due to available land resources, identifying a variety of housing types may provide the development community the opportunity to look at additional housing options. The following are housing development options that may be considered. These options are not the typical detached single-family dwelling. It should be noted the City may have to develop new land use requirements in the zoning and subdivision ordinance in order for these types of units to be considered.

3.14.2 Patio Homes

Patio homes can be 1-story or 2-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.

3.14.3 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. Many town homes are in a series of units, in Mid-western and Eastern cities they may be call “brownstones” or “row houses”. 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.

3.14.4 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. Some of the advantages of condominiums are the owner’s size of unit can depend on their particular needs, such as lofts to penthouses. In a condominium the units are owned individually and the structure, common areas and facilities are maintained by the Home Owners Association (HOA). In addition, all condominium owners pay the maintenance and improvements of the property through the HOA. It should be noted commercial developments could be developed as condominiums.

3.15 OTHER HOUSING DEVELOPMENTS:

3.15.1 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 outside on areas that have not been developed in City limits. Police and fire services areas wouldn’t need to be extended. In addition, infill development has the opportunity to:

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

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

3.15.2 Zero-Lot Lines

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.

3.15.3 Mixed-Use

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. The purpose of mixed-use development allow for a diverse use of property in theory allows for more “walk-ability” between uses and to reduce automobile traffic and impacts.

3.16 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 when development occurs the street, 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 can be used to promote a community’s land development pattern which encourages preservation of open space, encourages an interconnected street network, support an efficient provision of public services.

GOAL 1: Provide an adequate supply and mix of housing that meets the needs of present and future residents in terms of cost, location, accessibility, housing type, lot size, design and neighborhood character.

OBJECTIVES AND STRATEGIES FOR DEVELOPMENT PATTERNS

OBJECTIVE 1: Support incentives for high quality development.

STRATEGY 1: Support development concepts that incorporates a mixed of compatible land uses.

OBJECTIVES AND STRATEGIES FOR INFILL DEVELOPMENT

OBJECTIVE 2: Encourage infill development rather than expanding development outside of the City.

STRATEGY 1: Develop strategies for infill housing development.

STRATEGY 2: Determine the housing capacity within the infill areas.

OBJECTIVES AND STRATEGIES FOR HOUSING DEVELOPMENT

- OBJECTIVE 3:** Locate housing in areas that promote employment opportunities.
- a. Support mixed use developments.
 - b. Construct affordable housing near College of Western Idaho (CWI) and Northwest Nazarene University (NWNNU).
- STRATEGY 1:** The comprehensive plan map would be modified to locate housing land uses throughout the City.
- OBJECTIVE 4:** Maintain the integrity of the residential housing in historic districts.
- STRATEGY 1:** Develop strategies that will assist in the identification and preservation of historic residential buildings.
- OBJECTIVE 5:** Provide a diversified housing stock.
- STRATEGY 1:** Provide strategies to incorporate a mix of residential types in residential areas.
- STRATEGY 2:** Consider single family de-attached, manufactured homes, single family attached, duplexes, townhouses (row houses) condominiums, patio homes (can be de-attached) multi-family (apartment complexes) and accessory apartment provisions in the development ordinances.
- STRATEGY 3:** Develop a housing component in the downtown master plan to create live/work/play opportunities.
- OBJECTIVE 6:** Uphold land use requirements.
- STRATEGY 1:** Review the zoning text and map periodically to remain current with changing technologies and strategies.
- STRATEGY 2:** Support and enhance housing stock maintenance through enforcement of health, fire, zoning and nuisance regulations and incentive programs.
- a. Review existing nuisance codes for consistent application and adjust to current expectations for safety and beautifications.
 - b. Develop an Operation Clean Sweep program to clean and upgrade neighborhoods.
 - c. Annually allow refuse services to pickup large items can that be taken to the dump.
 - d. Provide adequate staffing for housing code enforcement.
- STRATEGY 3:** Develop design standard rather using Homeowner's Associations to enforce land use decisions.

OBJECTIVES AND STRATEGIES FOR COMMUNITY DEVELOPMENT

OBJECTIVE 7: Support the ongoing efforts of the Nampa Community Development Department in providing existing and new tools for various affordable housing options and programs.

STRATEGY 1: Consider creating a neighborhood reinvestment program.

STRATEGY 2: Continued support for the community development block grants efforts.

STRATEGY 3: Consider creating a revolving loan funds.

STRATEGY 4: Continue housing programs identified in the City's five-year strategic plan for housing and community development.

OBJECTIVES AND STRATEGIES FOR REVITALIZATION ACTIVITIES

OBJECTIVE 8: Continue and expand commercial and residential neighborhood revitalization efforts in targeted neighborhoods.

STRATEGY 1: Continue to fund revitalization activities in targeted neighborhoods.

STRATEGY 2: Continue to conduct vigorous code enforcement programs in CDBG eligible areas.

STRATEGY 3: Continue to engage in neighborhood revitalization efforts to improve the central neighborhood and encourage more mixed-income communities.

STRATEGY 4: Continue to coordinate CDBG funding with long-term City goals, such as urban revitalization planning efforts.

STRATEGY 5: Maintain all housing in an attractive, safe and sanitary condition for its useful life and for the general appearance of the City.

OBJECTIVES AND STRATEGIES FOR HOUSING CONDITIONS AND REVITALIZATION

OBJECTIVE 9: Inventory the location and condition of vacant and substandard housing units.

STRATEGY 1: Determined vacant and substandard housing units impact on the community.

STRATEGY 2: Research model programs in comparable communities and evaluate the feasibility of establishing a program in Nampa to provide housing rehabilitation assistance to the low-income owners.

STRATEGY 3: Work with the development community and property owners to identify site options for manufactured home/mobile home owners who are displaced when the rented land the manufactured home/mobile home sits on is sold.

OBJECTIVES AND STRATEGIES FOR NEIGHBORHOODS ISSUES

- OBJECTIVE 10:** Build strong, cohesive neighborhoods and communities.
- STRATEGY 1:** Promote increased owner-occupied housing within neighborhoods.
- STRATEGY 2:** Provide a balance of amenities in neighborhoods, such as, public parks, sidewalks, pathways, connectivity.
- STRATEGY 3:** Partner with the local banking community, the Nampa Housing Authority, federal housing agencies, Mercy Housing and others to acquire occupants for vacant residential housing units.
- STRATEGY 4:** Prepare neighborhood plans to encourage a sense of community.

OBJECTIVES AND STRATEGIES FOR AFFORDABLE HOUSING

- OBJECTIVE 11:** All residents should have the opportunity to live in a neighborhood of their choice that is safe and affordable.
- a. Promote choice and affordability in housing options.
 - b. Strive to provide housing for seniors and the disabled, who have various special needs regarding housing, transportation, handicapped accessibility and services.
- STRATEGY 1:** Provide an adequate supply of quality affordable housing to meet the needs of very-low, low and moderate-income residents.
- STRATEGY 2:** Continue to implement an affordable housing strategy to effectively provide for the needs of the low and moderate-income program.
- STRATEGY 3:** Work with the housing community to increase the supply of permanent, quality affordable housing for low- and moderate income households.
- STRATEGY 4:** Diversify the housing stock in newer neighborhoods.
- STRATEGY 5:** Evaluate and consider City policy changes in order to promote affordable infill housing development.
- STRATEGY 6:** Develop strategies would allow for the waiver of impact fees and hookup fees based upon specific requirements.
- STRATEGY 7:** Consider reducing lot sizes and providing more flexible setback requirements to increase affordable housing types.

STRATEGY 8: Assist the Public Housing Authority and Community Housing Development Organizations with acquisition/rehabilitation and new construction efforts to increase the supply of affordable housing to buy.

OBJECTIVES AND STRATEGIES FOR FAIR HOUSING

OBJECTIVE 12: Support Fair Housing statutes.

STRATEGY 1: Encourage developers to integrate a wide variety of housing types, sizes and price points into their developments.

STRATEGY 2: Work with appropriate agencies to better understanding how fair housing violations are occurring in Nampa.

OBJECTIVES AND STRATEGIES FOR HOMELESSNESS

OBJECTIVE 13: Partner with appropriate agencies to reduce homelessness.

STRATEGY 1: Continue to support the community efforts to reduce chronic homelessness.

STRATEGY 2: Continue to work with homeless/housing providers to respond to requests for assistance as appropriate.

STRATEGY 3: Work in conjunction with efforts to ensure an adequate supply of shelter and transitional housing is maintained.

STRATEGY 4: Participate in Region 3 Housing Coalition efforts.

EXHIBIT 3-14- HOUSING IMPLEMENTATION ACTIONS

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
1	Develop strategies to identify historic residential buildings.	Community Development and Historic Commission	Staff Time and/or Consultant
2	Develop strategies to identify historic districts.	Community Development and Historic Commission	Staff Time and/or Consultant
3	Prepare a report to determine the housing capacity impacts within the infill areas.	Planning and Economic Development	Staff Time and/or Consultant
4	Identify revitalization efforts for targeted commercial and residential neighborhoods.	Economic Development, Community Development and Public Works	Staff Time and/or Consultant
5	Inventory the location and condition of vacant and substandard housing units.	Community Development and Building Services	Staff Time and/or Consultant
6	Update Consolidated Plan	Community Development	Staff Time and/or Consultant
7	Develop policies and programs to assist in increasing affordable housing.	Community Development	Staff Time and/or Consultant



AERIAL IMAGERY BY IDAHO AIRSHIPS, INC.

CHAPTER FOUR - ECONOMIC DEVELOPMENT

4.0 EXECUTIVE SUMMARY

The City of Nampa, Idaho 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, a community hospital, 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 – Nampa (formerly Mercy Medical Center) and St. Luke's Health System as well as the development of two regional shopping centers and increased commercial activity in Downtown Nampa.

Even though Nampa remains at the center of one of the fastest growing regions in the country, Nampa's economy has been significantly impacted by the economic downturn which began nationwide in 2008. For example, according to the Bureau of Labor Statistics, the unemployment rate for the City in 2010 was 11.3% by comparison to 6.6% in 2007. Nonetheless, there is some evidence of the beginning of a recovery from the "Great Recession". In 2010, new construction in Nampa showed some growth following sharp declines in 2008 and 2009. According to the City of Nampa, Building Department, building permits were up from 548 in 2009 to 594 in 2010. According to the US Census, American Community Survey, 1 Year Estimates, Nampa saw decreases in jobs during the recession, one occupation actually increased jobs from 2008 to 2009. Management, professional and related occupations increased from 8898 to 9369 jobs in Nampa. The Idaho Press - Tribune reported that the College of Western Idaho (CWI) grew to over 8,000 students in the fall of 2011 compared to 3,600 students in the fall of 2009.

4.1 EXISTING CONDITIONS

According to the U.S. census, Nampa is part of one of the fastest growing counties in the nation in the fourth fastest growing state in the nation. Once a small, agricultural community, Nampa has grown from 28,365 people in 1990 to 81,557 people in 2010. Nampa is the second largest city in Idaho and the largest city in Canyon County, a county that experienced a 42% growth rate and ranked as the 50th fastest growing county in the nation for counties with 10,000 or more in population between April 2000 and July 2009.

Even though Nampa's population growth has continued during the economic downturn, Nampa's economy has been significantly impacted by the recession. For example, in 2005, the City of Nampa issued a total of 2,127 permits including single family homes and multi-family units, new non-residential construction and alterations and repairs. By 2009, the number of permits issued had dropped to 548.

In 2010, however, there was some evidence of the beginning of a recovery in the construction industry with total permits issued rising to 594. See Exhibit 4-1 for more detailed comparisons from 2005 to 2010.

EXHIBIT 4-1 – CITY OF NAMPA BUILDING PERMITS

<i>ANNUAL BUILDING PERMITS ISSUED FOR THE CITY OF NAMPA</i>				
<i>YEAR</i>	<i>RESIDENTIAL</i>	<i>VALUE</i>	<i>TOTAL (RESIDENTIAL, COMMERCIAL, IMPROVEMENTS, SIGNS...)</i>	<i>VALUE</i>
2005	1553	\$202,047,641	2127	\$304,628,757
2006	1343	\$196,155,381	1147	\$334,307,262
2007	467	\$52,009,733	1245	\$161,019,841
2008	241	\$24,937,632	869	\$100,350,557
2009	71	\$8,515,212	548	\$45,941,867
2010	118	\$16,334,884	594	\$67,637,654

SOURCE: CITY OF NAMPA BUILDING DEPARTMENT, SEPTEMBER 2011

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, Micron CMOS image chips, Simplot frozen potatoes, Plexus custom electronic products, Transform Solar renewable energy products, Syngenta bio-tech seeds and Sorrento cheese.

Large employers in Nampa are identified in Exhibits 4-2 and 4-3.

EXHIBIT 4-2 – LARGE NAMPA EMPLOYERS

No.	NAME OF EMPLOYER/PRIMARY PHYSICAL NAME	TYPE OF INDUSTRY	OWNERSHIP	EMPLOYMENT RANGE**
1	Amalgamated Sugar Co. LLC	Manufacturing	Private	400-500
2	Brown Bus Co. Inc.	Transportation	Private	300-400
3	City of Nampa	Administration	Local Government	700-800
4	Costco Wholesale Corp	Retail Trade	Private	200-300
5	Great American Appetizers, Inc.	Manufacturing	Private	400-500
6	College of Western Idaho	Education	Public	400-500
7	McDonalds Darmody Enterprise LTG	Food Service	Private	200-300
8	Nampa School District #131	Education	Local Government	1,700-1,800
9	Northwest Nazarene University	Education	Private	400-500
10	Plexus Corp	Manufacturing	Private	400-450
11	Saltzer Medical Group	Health Care	Private	300-400
12	Sorrento Lactalis, Inc.*	Manufacturing	Private	400-500
13	St. Alphonsus Medical Center - Nampa	Health Care	Private	600-700
14	Vallivue School District #139	Education	Local Government	200-300
15	Wal-Mart	Retail Trade	Private	800-900
16	Woodgrain Millwork	Manufacturing	Private	150-200

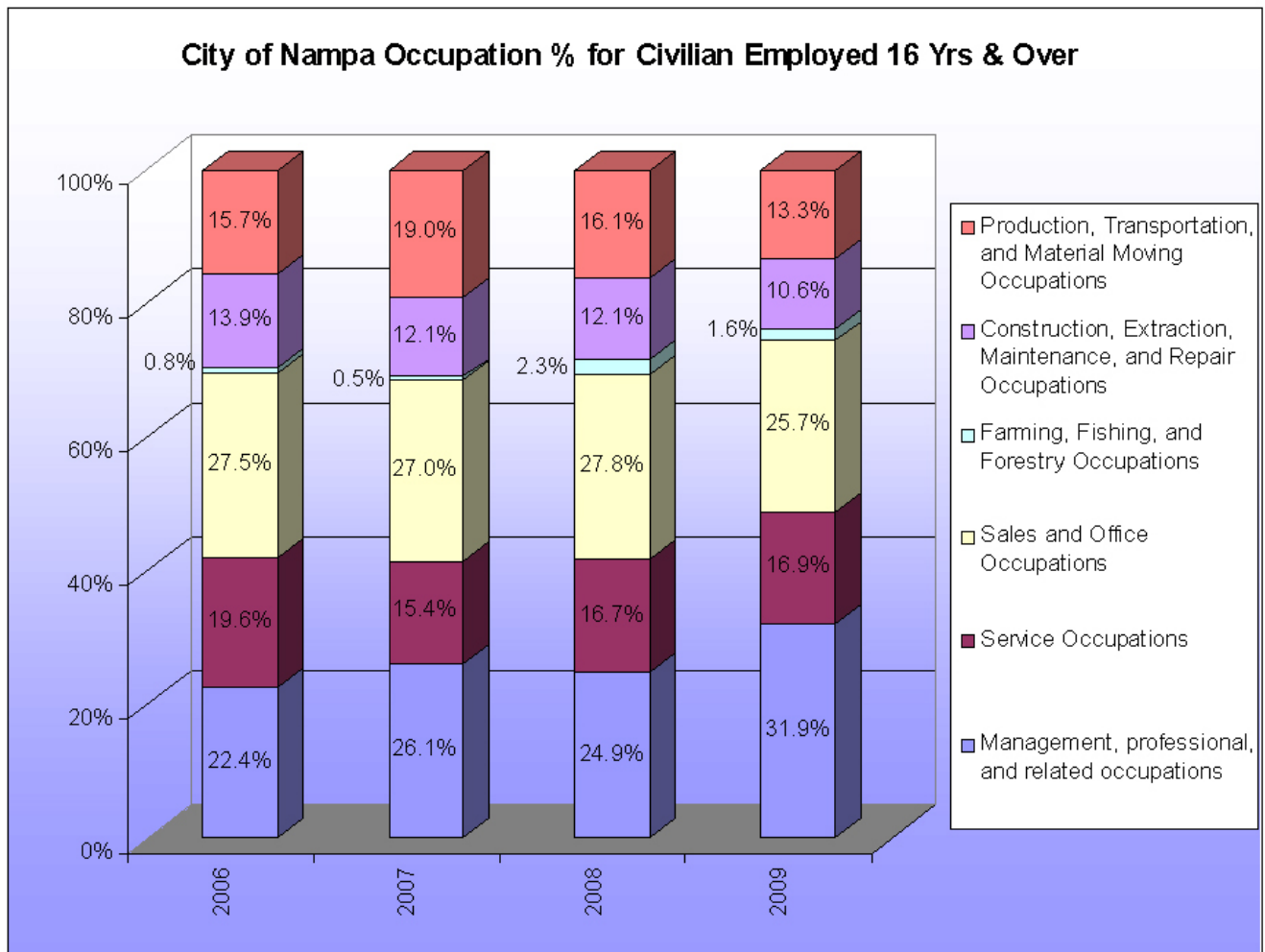
SOURCE: IDAHO DEPARTMENT OF LABOR, COMMUNICATION & RESEARCH, NOVEMBER 18, 2009 AND THE CITY OF NAMPA 2011
*LOCATED WITHIN THE NAMPA AREA OF CITY IMPACT.

**TIME PERIOD FOR EMPLOYMENT RANGE WAS FROM JULY 2008 THROUGH JUNE 2009

4.1.2 Occupations and Class of Worker

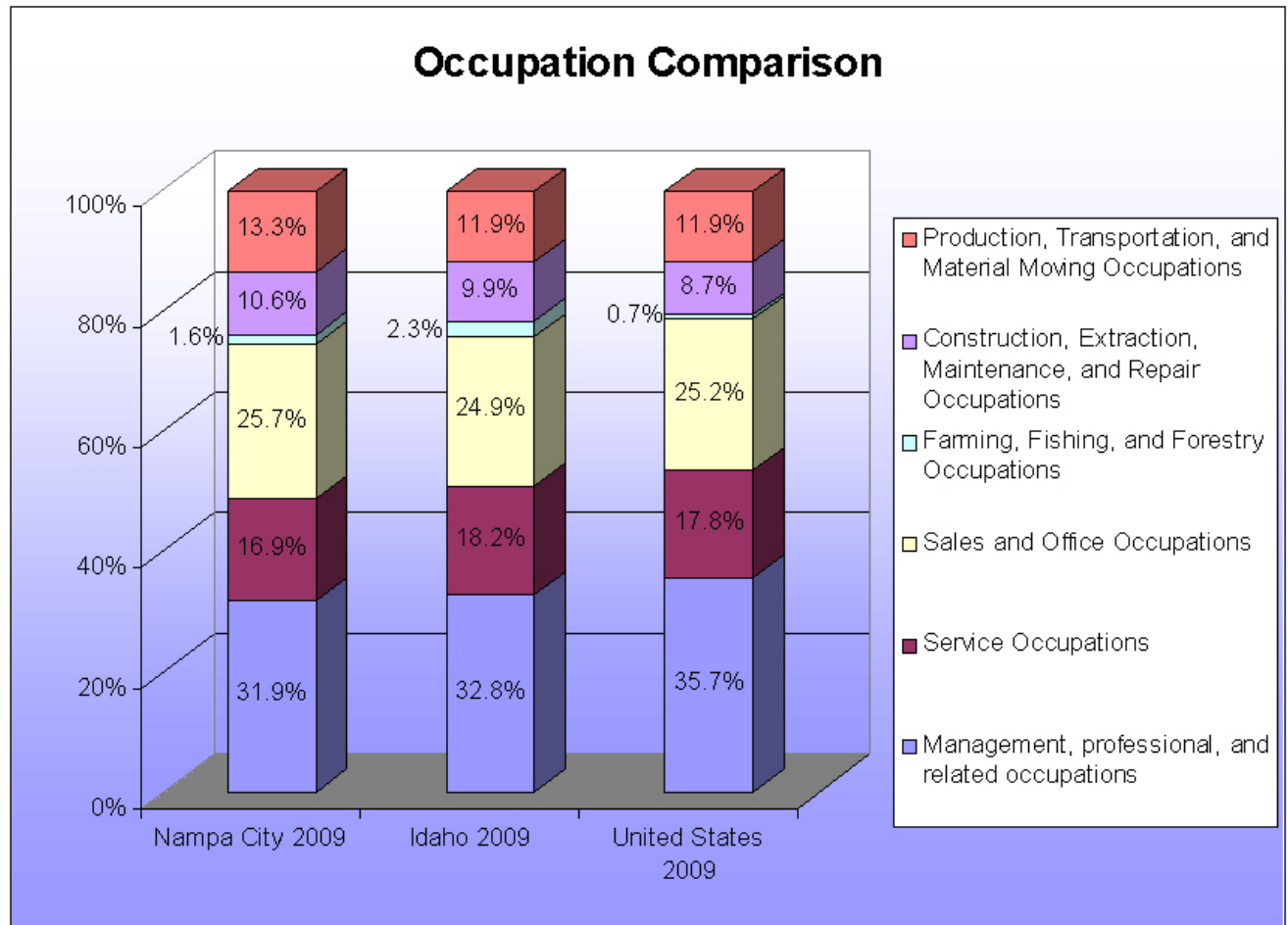
The most common occupations in Nampa are sales and office occupations; management, professional and related occupations; service occupations; production and transportation; and construction and maintenance. Eighty percent of the people employed were private wage and salary workers; fourteen percent were federal, state, or local government workers; and six percent were self-employed. See Exhibits 4-4, 4-5, 4-6 and 4-7.

EXHIBIT 4-4 – OCCUPATIONS



SOURCE: U.S. CENSUS BUREAU, AMERICAN COMMUNITY SURVEY ONE-YEAR ESTIMATES

EXHIBIT 4-5 – OCCUPATION COMPARISON



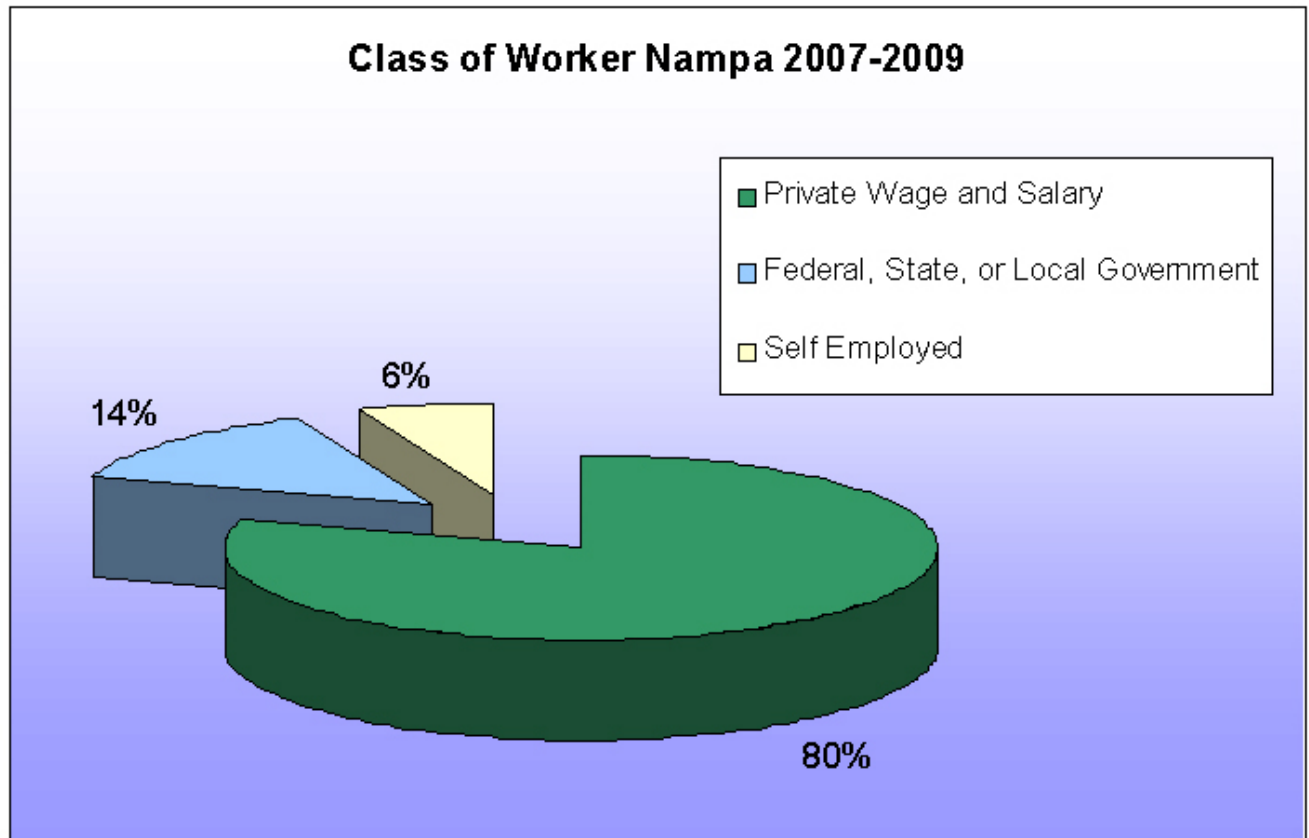
SOURCE: U.S. CENSUS BUREAU, AMERICAN COMMUNITY SURVEY ONE-YEAR ESTIMATES

EXHIBIT 4-6 – EMPLOYMENT BY INDUSTRY

INDUSTRY	NAMPA CITY, IDAHO		IDAHO		UNITED STATES	
	ESTIMATE	PERCENT	ESTIMATE	PERCENT	ESTIMATE	PERCENT
Civilian employed population 16 yrs and over	32,731		705,998		142,947,768	
Agriculture, forestry, fishing and hunting, and mining:	709	2.17%	36,207	5.13%	2,623,884	1.84%
Construction	3,395	10.37%	64,924	9.20%	10,440,182	7.30%
Manufacturing	4,208	12.86%	72,099	10.21%	15,698,053	10.98%
Wholesale trade	912	2.79%	20,001	2.83%	4,323,677	3.02%
Retail trade	4,480	13.69%	86,589	12.26%	16,465,266	11.52%
Transportation and warehousing, and utilities:	1,573	4.81%	34,524	4.89%	7,316,350	5.12%
Information	879	2.69%	15,334	2.17%	3,424,733	2.40%
Finance and insurance, and real estate and rental and leasing:	1,686	5.15%	39,058	5.53%	9,996,380	6.99%
Professional, scientific, and management, and administrative and waste management services:	2,379	7.27%	65,428	9.27%	14,964,826	10.47%
Educational services, and health care and social assistance:	7,104	21.70%	144,732	20.50%	31,212,776	21.84%
Arts, entertainment, and recreation, and accommodation and food services:	2,105	6.43%	61,549	8.72%	12,769,627	8.93%
Other services, except public administration	1,621	4.95%	29,390	4.16%	6,957,276	4.87%
Public administration	1,680	5.13%	36,163	5.12%	6,754,738	4.73%

SOURCE: U.S. CENSUS BUREAU, 2007-2009 AMERICAN COMMUNITY SURVEY 3-YEAR ESTIMATES

EXHIBIT 4-7 – CLASS OF WORKER



SOURCE: U.S. CENSUS BUREAU, 2007-2009 AMERICAN COMMUNITY SURVEY 3-YEAR ESTIMATES

4.1.3 Workforce

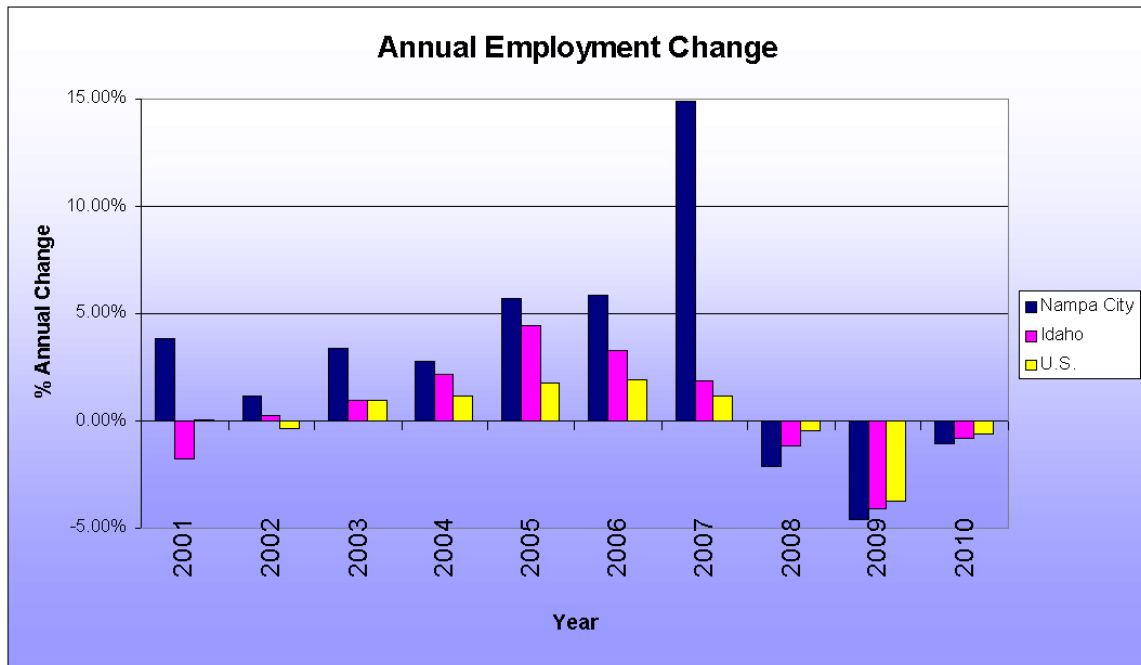
As part of the Boise City-Nampa Metropolitan Statistical Area (MSA) which is made up of Ada, Canyon, Boise, Gem and Owyhee Counties, Nampa businesses have access to the largest and most diverse labor pool in the state. According to Idaho Department of Labor, the MSA labor force is over 297,000 as of August 2011.

The following charts and narrative give some detail about Nampa's workforce including information on employment and unemployment, wage income and commuting patterns.

4.1.4 Employment Status

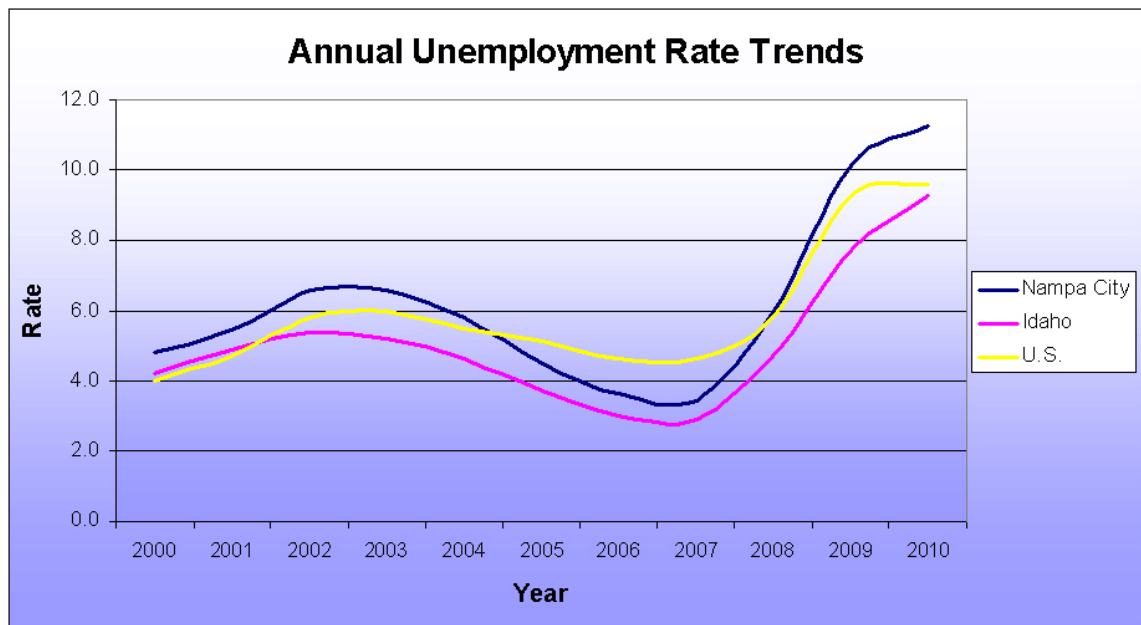
Nampa's labor force totals 36,771 people according to the Bureau of Labor Statistics 2010 estimate. Of this number, estimates showed an annual employment of 32,628 people with 4,143 being unemployed. Though Nampa saw lower unemployment rates than the nation during years of significant growth, unemployment has generally been significantly higher than the state and nation during other years. See additional employment and unemployment comparisons below in Exhibits 4-8 and 4-9.

EXHIBIT 4-8 – EMPLOYMENT COMPARISONS



SOURCE: U.S. DEPARTMENT OF LABOR, BUREAU OF LABOR STATISTICS, LAUS. PROVIDED BY IDAHO DEPARTMENT OF LABOR

EXHIBIT 4-9 – ANNUAL UNEMPLOYMENT RATE TREND



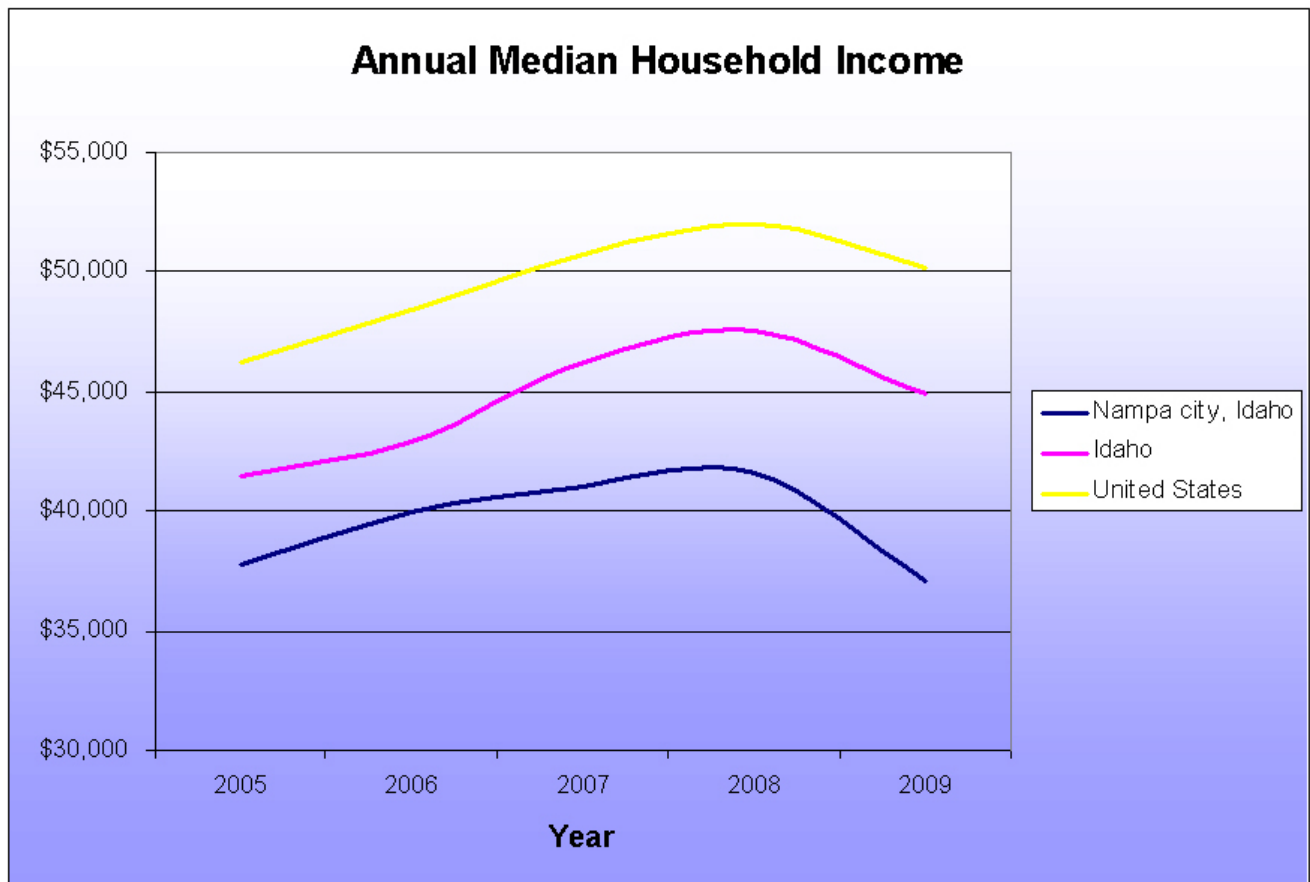
SOURCE: U.S. DEPARTMENT OF LABOR, BUREAU OF LABOR STATISTICS, LAUS. PROVIDED BY IDAHO DEPARTMENT OF LABOR

4.1.5 Wage Information Income

The U.S. Census Bureau, 2009 American Community Survey states that Nampa is a community of working families with 80% of households receiving income through wages. The median income of households in Nampa in 2009 was \$37,057, largely coming from wages and/or retirement income. This is by comparison with \$44,926 for Idaho and \$50,221 for the United States. The average household income from social security was \$15,608. 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 14% of households in Nampa received retirement income. These income sources are not mutually exclusive, meaning some households received income from more than one source.

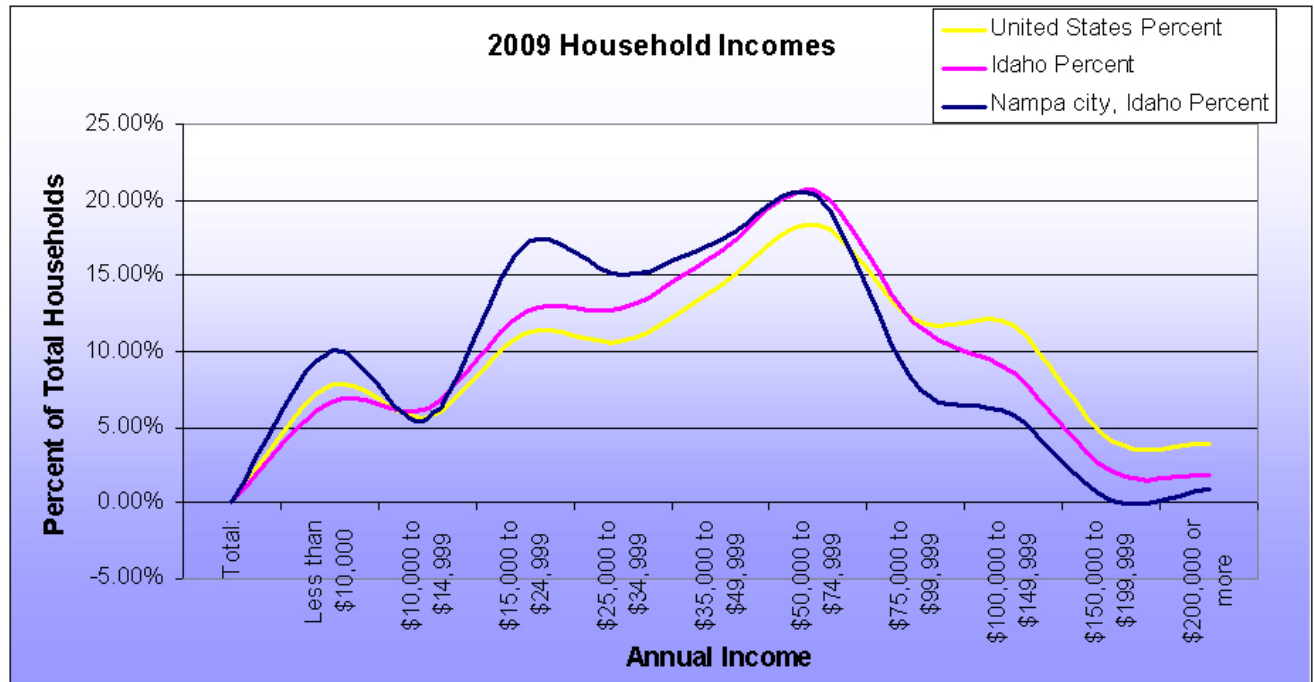
Nampa's per capita income in 2009 was \$15,937 by comparison to \$21,080 for the State of Idaho and \$26,409 for the United States. Nampa's median family income in 2009 was \$43,330 by comparison to \$51,851 for Idaho and \$61,082 for the United States in 2009. See Exhibits 4-10, 4-11 and 4-12 for additional information on income comparisons.

EXHIBIT 4-10 – ANNUAL MEDIAN HOUSEHOLD INCOME, 2005 – 2009



SOURCE: U. S. CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, 2005, 2006, 2007, 2008 AND 2009

EXHIBIT 4-11 – HOUSEHOLD INCOMES, 2009



SOURCE: U. S. CENSUS BUREAU, 2009 AMERICAN COMMUNITY SURVEY

EXHIBIT 4-12 – MEDIAN EARNINGS BY OCCUPATION, 2009

OCCUPATION BY MEDIAN EARNINGS 2009			
	UNITED STATES	IDAHO	NAMPA CITY
Management, professional, and related occupations:	\$57,819	\$49,402	\$48,634
Service occupations:	\$25,070	\$22,098	\$21,391
Sales and office occupations:	\$34,711	\$29,711	\$30,885
Farming, fishing, and forestry occupations	\$22,572	\$24,606	\$28,296
Construction, extraction, maintenance, and repair occupations:	\$39,288	\$36,923	\$32,218
Production, transportation, and material moving occupations:	\$33,062	\$30,068	\$31,676

SOURCE: U.S. CENSUS BUREAU, 2009 AMERICAN COMMUNITY SURVEY

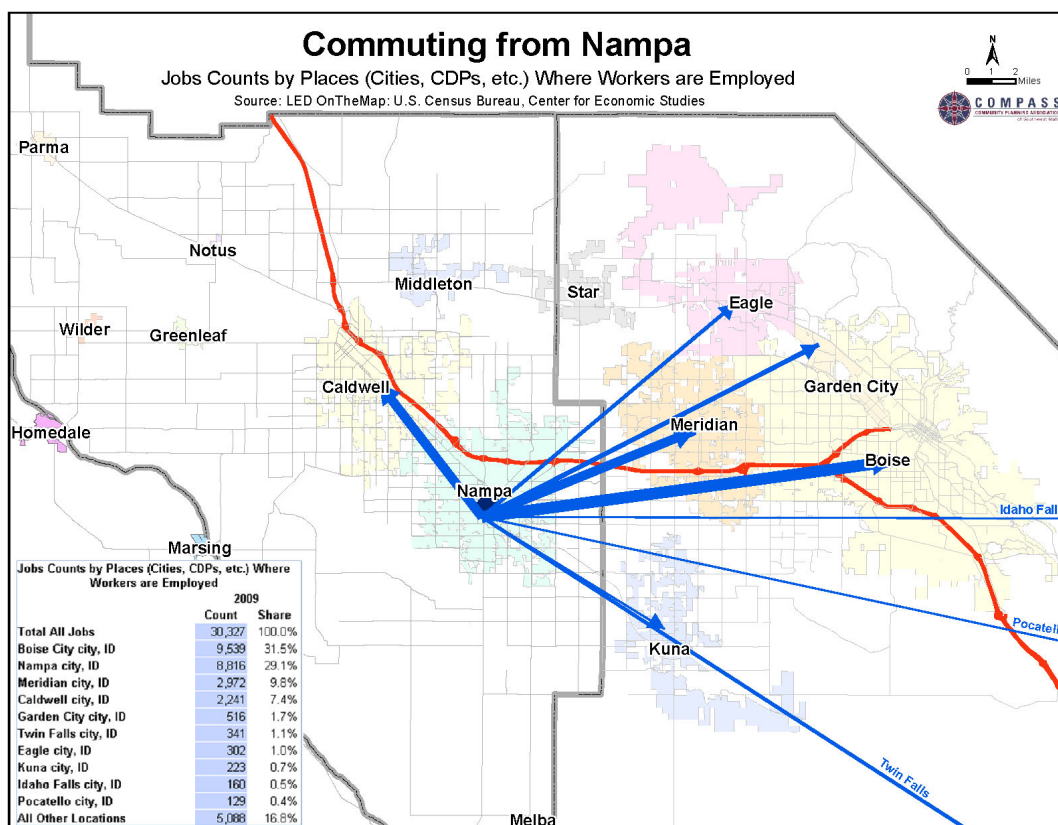
4.1.6 Commuting to Work

A partnership between the Idaho Department of Labor and the U.S. Census Bureau, called Local Employment Dynamics (LED), analyzed existing data and estimated in 2009 (most recent data) that approximately 21,511 Nampa residents were employed in other locations outside of Nampa. On the other hand, about 16,977 workers residing outside of Nampa, were employed in Nampa. This comparison resulted in a net difference of approximately 4,534 more outbound workers than inbound.

Not surprisingly, the primary destinations for outbound commuters who leave Nampa to work elsewhere are Boise, Meridian and Caldwell with 31.5% of workers from Nampa commuting to Boise; 9.8% of workers from Nampa commuting to Meridian and 7.4% of workers from Nampa commuting to Caldwell. Some Nampa residents commute as far away as Twin Falls (341 workers), Idaho Falls (160 workers) and Pocatello (129 workers). These commuters may include people who work from home part-time, work non-standard hours or shifts, or work in floating or free-agent positions such as sales and account reps.

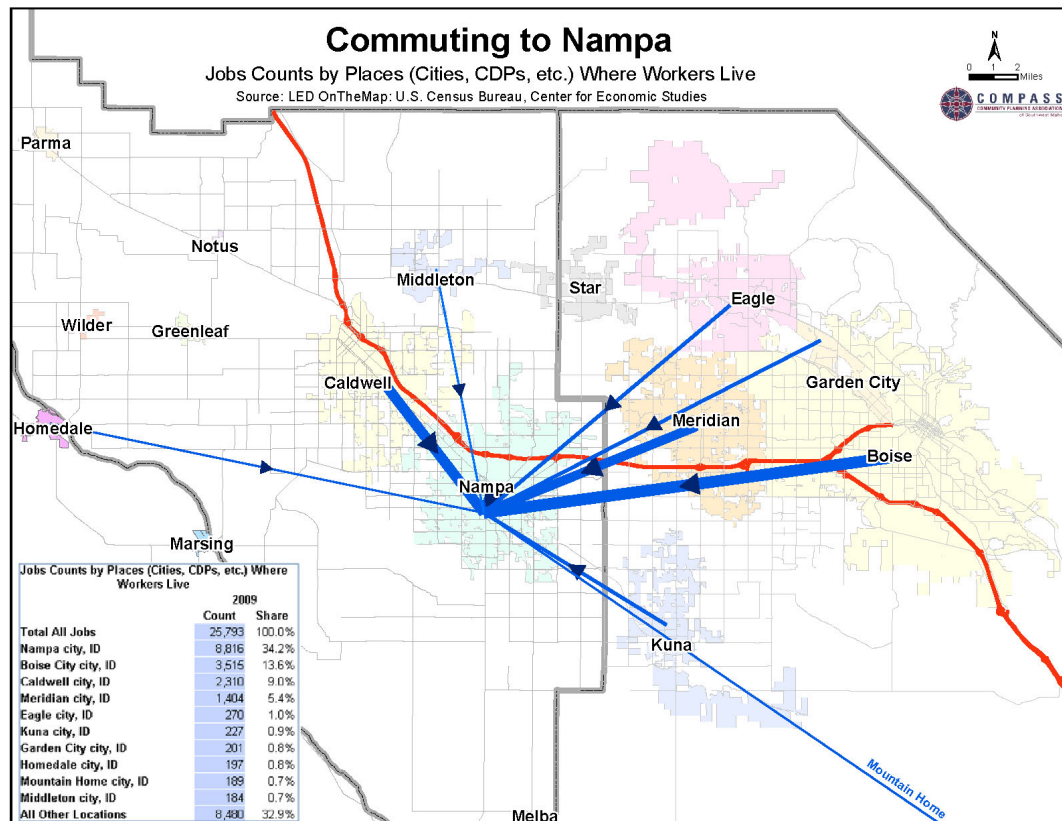
Inbound commuters to Nampa arrive mainly from Boise, Caldwell and Meridian. About 13.6% of people who work in Nampa live in Boise; 9.0% of those who work in Nampa live in Caldwell; and 5.4% of people who work in Nampa live in Meridian. Approximately 4.9% of those who work in Nampa live in Eagle, Kuna, Garden City, Homedale, Mountain Home and Middleton combined. An additional 32.9% of Nampa's workers live in other locations including the area surrounding Nampa but outside of the city limits. About 34.2% of those who work in Nampa live within the city limits of Nampa. See Exhibit 4-13 for additional information.

EXHIBIT 4-13 – COMMUTING PATTERNS – OUTBOUND



SOURCE: U.S. CENSUS BUREAU, CENTER FOR ECONOMIC STUDIES, LOCAL EMPLOYMENT DYNAMICS (LED), 2009. DATA COMPILED BY COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO (COMPASS)

EXHIBIT 4-14 – COMMUTING PATTERNS –INBOUND



SOURCE: U.S. CENSUS BUREAU, CENTER FOR ECONOMIC STUDIES, LOCAL EMPLOYMENT DYNAMICS (LED), 2009. DATA COMPILED BY COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO (COMPASS)

4.2 PROJECTING THE FUTURE

In March of 2009, Taylor Planning, Chartered, prepared Employment Forecasts for a Nampa Study which included incorporated City of Nampa as well as the adopted area of impact and the City's proposed expanded area of impact. This study is a companion document to the original report entitled, *Demographics Forecast and Land Use Analysis for the Nampa Study Area and South Study Area 2007-2030*, prepared in June 2008. The job forecasts assumed that the Nampa study area represented approximately 60% of Canyon County in 2008, increasing to 63% by 2030. The study calculated a total of 30,000 nonagricultural jobs as the base for the year 2008. Taking into consideration the continued poor current economic climate, the study estimated an increase of 20,000 nonagricultural jobs or a total of 50,000 nonagricultural jobs by the year 2030. See employment forecasts by year below.

EXHIBIT 4-15 – NAMPA NONAGRICULTURAL EMPLOYMENT FORECASTS

YEAR	2008	2010	2015	2020	2025	2030
Forecast	30,000	32,000	37,000	41,000	45,000	50,000

SOURCES: JOHN CHURCH, IDAHO ECONOMICS, *CANYON COUNTY ECONOMIC FORECASTS, 1970-2040* (SUMMER 2008); TAYLOR PLANNING, CHARTERED, *EMPLOYMENT FORECASTS FOR THE NAMPA STUDY AREA 2008-2030* (MARCH 2009); MARYANN WALDINGER, COMPASS.

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 a number of 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.

For example, 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 2009, the Center for Workforce Development offered 1,907 classes to 12,795 students (duplicated headcount) with 339,538 contact hours.

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

The metro area is also served by Boise State University, the University of Idaho, Idaho State University, College of Idaho, University of Phoenix, Stevens-Henager College (including Nampa campus), George Fox University, Boise Bible College, Carrington College, Milan Institute (including Nampa campus), and a satellite campus of Oregon's Treasure Valley Community College.

4.3.2 Downtown

Nampa's historic downtown stands poised for a renaissance. Recently Nampa has seen a number of 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 Nampa Nights, weekly musical entertainment, takes place every Thursday during the summer months at the Lloyd's Square.

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 late in 2011 in the Downtown Village district. Plans are also underway for a new library, public art and street beautification 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 include 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. Nampa's existing library has been eclipsed by the City's growth, providing space one-third the size it should be for a city of over 80,000 residents. In July 2011 alone, as stated by the Idaho Press-Tribune, 32,329 people used the library, an increase of 8% compared to July 2010. Library usage is expected to at least double with a new library, providing an "anchor" for a variety of retail, office and residential development in the historic downtown core. The new library will feature computers, meeting rooms, public art and modern campus-style amenities to serve as a cultural beacon to the City.



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 Nampa Tourism Development Council, a private, nonprofit organization established to function as a Visitors' Bureau.

The Idaho Center facilitates tourism with a facility that promotes itself as being "at the Crossroads of the Northwest." The Idaho Center includes four distinct venues. The primary entertainment, event and tradeshow venue encompasses 120,000 square feet and includes a 12,279-seat indoor arena and over 48,000 square feet of exhibit space on the arena floor and concourse level. The outdoor amphitheater seats 10,500 people and includes a 60-by-40-foot stage. The Idaho Horse Park draws visitors from throughout the United States and Canada for horse shows and includes a 97,500 square foot indoor arena as well as an outdoor arena, warm-up pens, stock pens and stalls. In addition, the 100,000 square foot Sports Center, used for track and field events, hosts numerous top ranked collegiate meets. Overall, the Idaho Center Complex is one of the most versatile and accessible facilities of its kind in the West.



Nampa museums celebrate the history of Nampa, Canyon County, and the United States. One of Nampa's newest museums is 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 cabooses and model railroads are among the exhibits in the building that has been called "Idaho's finest example of Baroque architecture."

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.

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. In 2010, more than 181,000 people came to the Refuge to partake of a wide variety of activities. Over 15,000 people came to the Visitors Center to learn about the refuge and the birds and wildlife that live, breed and find sanctuary at the Refuge.

The City of Nampa is also part of the Snake River Valley AVA (American Viticultural Area), which will lend itself to an increased tourist attraction as the Nampa area vineyards continue to grow in size and numbers, in addition to their growing reputation as industry leaders in wine making. The Snake River Valley AVA is about 8,263 square miles. The SRVAVA extends along the Snake

River, east to west, from the Twin Falls area into Oregon. Most vineyards lie at elevations of 2,500 to 2,900 ft., while the AVA goes up to 3,500 ft. 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. Parade America, one of Idaho's largest patriotic parades, is held in May each year. 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 \$400,000 payoff, it has evolved from a small, local bucking horse competition in the early 1900's to a major professional sports event. 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.



Other major community events include the 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. 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.

On Saturdays during the months of May through October, a farmer's market is held at the newly created Lloyd Square in Downtown Nampa. Vendors sell locally grown produce, homemade bread and hand crafted items and musical entertainment is offered weekly. Downtown Nampa Nights also offers weekly musical entertainment throughout the summer months on Thursday evenings and is also located at Lloyd Square in downtown Nampa.

A number of large community events are held each year at Lakeview Park, such as the Cinco De Mayo Festival, Kiwanis Steak Fry, Mothers Day Celebration, Mexican Independence Day Event, the Beerfest and the Pooch Party Stroll and Splash. 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. In addition, 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.

4.3.4.1 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. For example, the operation of the Idaho Center has an annual economic impact of approximately \$20.6 million with \$10.5 million contributed by visitor spending. 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 Nampa Civic Center provides an estimated annual economic benefit of \$3.4 million with approximately \$2.5 million contributed by

visitor spending.

4.3.5 Arts and Culture

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

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.

The Pix Theater Foundation was formed to refurbish downtown Nampa's historic Pix Theatre, which was closed in 2002. Upon completion the theatre will be used for the viewing of films and lectures, religious services, educational programs, and community events. In addition, the City of Nampa's Parks and Recreation Department sponsors arts events and classes throughout the year.

4.3.6 Sports for the Spectator

Although Nampa has no professional sports teams, Boise State University's indoor track team competes at Nampa's Idaho Center Sports Center. The state-of-the-art track facility has also been used for other prestigious events such as the USA Masters Indoor Track and Field Championships and the Western Athletic Conference Indoor Championships. Sports fans can also take in collegiate-level sports played by Northwest Nazarene University's teams, including baseball and softball, basketball, cross country, track and field, men's golf, and women's volleyball.

The Snake River Stampede 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. In addition, the Idaho Horse Park, part of the Idaho Center complex, hosts a number of horse competitions such as the Idaho Cutting Horse Association's Futurity, Idaho Quarter Horse Association, the Boise Saddle and Jump Club competition and over 20 other events per year.

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 known as 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 Boise State University TECenter, 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.

Target Industries

- a. Advanced manufacturing, including:
 - 1. Microelectronics and semiconductor
 - 2. Food processing
 - 3. Alternative energy devices
- b. Transportation, logistics and distribution
- c. Professional services, including:
 - 1. Shared services
 - 2. Technical support and customer care
 - 3. Finance, insurance, and health care

As stated in Section 4.3.1 of this chapter, workforce development will continue to play a crucial role in Nampa's Economic Development Strategy.

4.4.1 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. The City supports the Nampa Farmers' Market, *Think Nampa First* and other efforts to promote local businesses. In addition, 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 alternative energy and solar products manufacturing, computer electronics and robotics, food processing, health sciences, and professional services and support operations.

4.4.2 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.

4.4.3 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 Boise State University's TECenter, a business incubator located in Nampa.

4.4.3.1 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, Boise State University offers business incubator services in Nampa at the BSU TECenter located near the Idaho Center complex. The BSU TECenter program 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.

4.4.4 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).

4.4.5 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.

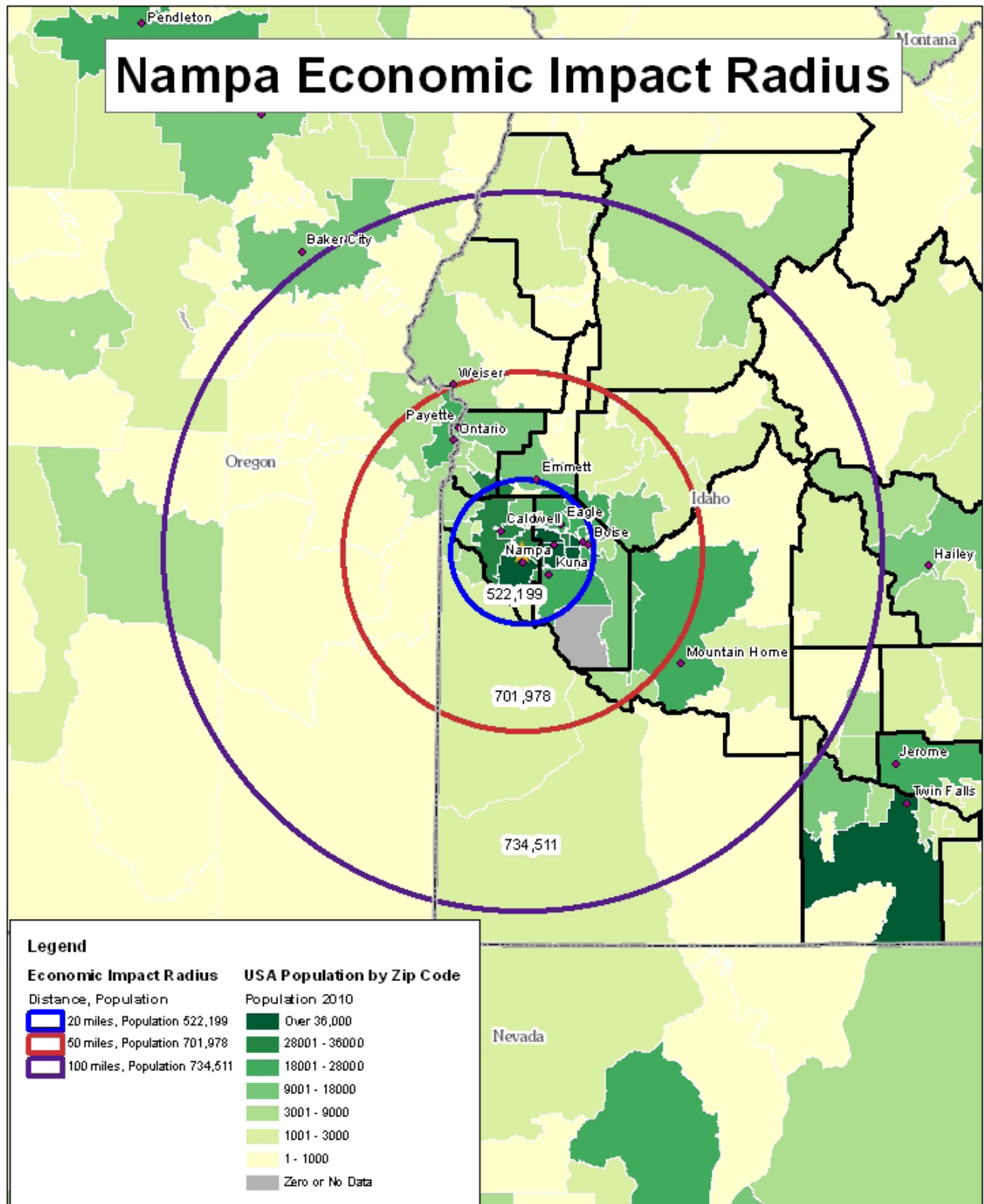
4.4.6 Nampa Development Corporation

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.

EXHIBIT 4-16 – NAMPA ECONOMIC IMPACT RADIUS



ECONOMIC DEVELOPMENT GOALS, OBJECTIVES, AND STRATEGIES

GOAL 1: Utilize resources and amenities to stimulate economic development while preserving our natural resources and protecting our environment.

OBJECTIVES AND STRATEGIES FOR WORKFORCE

- OBJECTIVE 1:** Foster economic development that provides family-supporting wages and benefits.
- STRATEGY 1:** Recruit environmentally sound and economically viable business and industry that provide living wages and benefits.
- STRATEGY 2:** Support both professional and technical education as well as workforce training offered by local institutions of higher education.

OBJECTIVES AND STRATEGIES FOR JOB CREATION

- OBJECTIVE 2:** Be the community of choice in Idaho for industry and businesses with resources to start, grow and locate business.
- STRATEGY 1:** Refine and build on Nampa's target industry clusters including: advanced manufacturing; transportation, logistics and distribution; and professional services.
- STRATEGY 2:** Enhance the infrastructure and community amenities to attract our targeted industries and make it easier for those businesses to expand here.
- STRATEGY 3:** Develop innovative incentives for businesses to choose Nampa.
- STRATEGY 4:** Continue to develop informational materials for recruiting potential businesses including brochures, pamphlets and materials to be posted on the City website.
- STRATEGY 5:** Support the following economic development programs:
- a. Community Development Block Grant Program;
 - b. Boise Valley Economic Partnership and
 - c. Industrial Revenue Bond Authority.
- STRATEGY 6:** Partner with the business community to promote the use of existing vacant buildings.

- OBJECTIVE 3:** Promote industrial development in Nampa in order to strengthen our tax base.
- STRATEGY 1:** Ensure and/or plan for an ample supply of attractive properties for future business development with efficient transportation, communication, utilities, and amenities to support business and industrial growth.
- STRATEGY 2:** Protect commercial and industrial development surrounding the airport.
- STRATEGY 3:** Identify specific areas in the City of Nampa for shovel-ready industrial or commercial projects.
- OBJECTIVE 4:** Encourage the development of retail and service businesses in locations that are accessible by walking or biking and reduce the need for cross-town traffic.
- STRATEGY 1:** Encourage mixed-use and infill development in areas identified on the comprehensive plan map.
- STRATEGY 2:** Encourage the location of commercial services and areas of employment within walking or biking distance from residences, where possible.
- OBJECTIVE 5:** Encourage the development of entrepreneur and start-up businesses.
- STRATEGY 1:** Support business incubator services as offered through the BSU TECenter or other institutions.
- STRATEGY 2:** Coordinate small business counseling opportunities and training events in Nampa from the Idaho Small Business Development Center, the SBA, the Idaho Department of Commerce and others.
- STRATEGY 3:** Encourage development of small business and entrepreneur network support groups, similar to Kickstand in Boise.
- STRATEGY 4:** Pursue formation of angel investment fund for Canyon County firms.
- OBJECTIVE 6:** Provide a business friendly environment.
- STRATEGY 1:** Deliver the most expedient permitting, inspecting and development services.
- STRATEGY 2:** Continue to support community amenities, such as educational opportunities, arts and cultural activities, recreational amenities, a vibrant downtown, tourism and community events that provide an environment where new business wants to locate.
- STRATEGY 3:** Maintain and improve the aesthetics of our neighborhoods, commercial corridors and gateway entrances to enhance our image and spur private development.

STRATEGY 4: Work closely with the local institutions of higher learning to enhance those institutions' significant and integral contributions to the local economy and community life.

OBJECTIVE 7: Maximize economic opportunities for the City by participating in regional economic development efforts as well as coordination with other local governments.

STRATEGY 1: Continue active participation in regional and metropolitan associations and planning efforts to pursue regional economic development objectives.

OBJECTIVES AND STRATEGIES FOR ECONOMIC DIVERSIFICATION

OBJECTIVE 8: Enhance Nampa's current resources in order to promote a diverse economic base.

STRATEGY 1: Strengthen the community resources that support a business-friendly environment such as housing, arts, education and daycare opportunities.

STRATEGY 2: Continue to explore ways to improve Nampa's airport for local businesses, employers, visitors and residents.

- a. Support the Airport Master Plan.
- b. Maintain flexibility to accommodate changing needs by users;
- c. Develop flexible facilities to support variety of airport types; and
- d. Provide for expansion of aviation facilities.

STRATEGY 3: Expand tourism-related activities.

STRATEGY 4: Support freight and air service as a tool for business development and job creation.

STRATEGY 5: Encourage the wise location of business & industry to best utilize our existing infrastructure and minimize future negative impact to the community.

STRATEGY 6: Form an Economic Development Council to advise the City on business development issues, formulate policy, support businesses and promote Nampa.

STRATEGY 7: Continue to work collaboratively with the Nampa Chamber of Commerce to promote business development and foster a business-friendly environment.

OBJECTIVE 9: Encourage the formation, retention and expansion of manufacturing and high tech businesses.

STRATEGY 1: Work with Boise Valley Economic Partnership (BVEP), the Chamber of Commerce and Idaho Departments of Commerce and Labor as well as others in the identification, exploration, and development of new markets and/or expansion of existing markets for local products and services.

STRATEGY 2: Encourage local economic development organizations to maintain and improve databases pertinent to prospective new businesses in areas such as space and land availability, costs, capacities, labor force and education.

OBJECTIVES AND STRATEGIES FOR LOCAL INVESTMENTS

OBJECTIVE 10: Recognize and support the City of Nampa's agri-business heritage.

STRATEGY 1: Develop a strategy to promote local use and consumption of locally produced goods.

STRATEGY 2: Support agri-tourism opportunities that can provide additional income to help keep farms financially sound.

STRATEGY 3: Continue to support the Nampa Farmers' Market and explore the opportunity of establishing an indoor Farmers Market that could be open year around.

OBJECTIVES AND STRATEGIES FOR TOURISM

OBJECTIVE 11: Promote and assist in the development of the City's tourism attractions, including cultural, natural, and commercial attractions.

STRATEGY 1: Recognize that tourism is vital economic tool for the City.

STRATEGY 2: Support the Nampa Tourism Development Council.

STRATEGY 3: Expand and support the Idaho Center Campus and Horsepark by promoting national and international events held at this facility.

STRATEGY 4: Support tourism in the area by encouraging local institutions, businesses and facilities to plan, coordinate and expand tourism-related activities.

STRATEGY 5: Support the retention and expansion of Community Events.

STRATEGY 6: Continue to support the future implementation of an Auditorium District for the City of Nampa.

OBJECTIVES AND STRATEGIES FOR DOWNTOWN REVITALIZATION

OBJECTIVE 12: Support downtown revitalization.

STRATEGY 1: Build a thriving downtown and vibrant commercial area through strategic public investments, which foster new business growth.

STRATEGY 2: Work with the Downtown Business Association to put together a strategic plan for the Business Improvement District (BID).

- STRATEGY 3: Evaluate the possibility of following the Main Street Program or establish broader district boundaries for the BID and provide staff support funded by the BID.
- STRATEGY 4: Create and market events built around Nampa’s unique characteristics and heritage.
- STRATEGY 5: Create live, work and play opportunities.
- STRATEGY 6: Expand the WiFi wireless program.
- STRATEGY 7: Continue to support the creation of central gathering places in downtown Nampa such as the Lloyd Square.

EXHIBIT 4-17 – ECONOMIC DEVELOPMENT IMPLEMENTATION ACTIONS

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
1	Create policies that will provide for a business friendly environment.	City Council	Staff Time
2	Encourage the formation, retention and expansion of manufacturing and high tech businesses.	City Council	Staff Time
3	Develop locally based incentives that foster the recruitment and development of jobs with living wages and benefits.	City Council	Staff Time
4	Develop a marketing plan that encompasses traditional, web-based, and social media techniques to help recruit businesses.	Economic Development	Staff Time
5	Create live, work and play opportunities in the downtown.	Economic Development/ City Council	Staff Time
6	Encourage the development of small business and entrepreneur networks.	Economic Development	Staff Time
7	Align land use plans, and infrastructure enhancements to encourage a diverse economic base.	City Council	Staff Time
8	Explore the opportunity of establishing an indoor Farmer’s Market that could be open year around.	Farmer’s Market Community w/Economic Development/ City Council	Staff Time

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
9	Continue to invest in the Boise Valley Economic Partnership and participate in sales missions that correspond with our target industries.	Economic Development	Staff Time, budget
10	Educate realtors and developers on the use of Gem State Prospector for marketing of existing vacant buildings, and land.	Economic Development	Staff Time
11	Build collaborative partnerships with developers and property owners to create shovel ready industrial property.	Economic Development	Staff Time
12	Establish measurements for a business retention and expansion program.	Economic Development	Staff Time
13	Participate in private efforts to promote tourism in Nampa.	Economic Development	Staff Time
14	Work with the Downtown Business Association to put together a strategic plan for the Business Improvement District.	Economic Development	Staff Time



AERIAL IMAGERY BY IDAHO AIRSHIPS, INC.

CHAPTER FIVE - LAND USE

5.0 EXECUTIVE SUMMARY

The purpose of the Land Use chapter is to guide public and private decisions regarding the use of land in the City of Nampa and its Area of City Impact. This working 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 2004 Comprehensive Plan included a future land use map with multiple land use designations within the traditional broad categories of: Agricultural, Residential, Commercial, Industrial, Office, Public, and Parks. The City of Nampa recognizes that the traditional separation of land uses resulted in citizens traveling longer distances for work, school, shopping and recreation. The new Comprehensive Plan broadens the density options for residential designations, introduces several mixed-use designations and guidelines, provides two new designations for large business or industrial complexes, and designates new land uses for special areas like the airport and the downtown. A total thirteen land use categories have been identified and defined.

Specific Types of Land Developments such as Infill Development and Redevelopment, Transit-Oriented Development (TOD), Mixed-Use, Planned United Development, Neighborhood Plans, Small Area Plans, Specific Area Plans, and Cluster Development are also described.

During the next 25 years, conditions in the community will change. This change is to be expected and is due to numerous factors including unexpected economic, social, transportation and technological changes. In some cases, these factors may change dramatically from present conditions. Changing conditions will result in a need for updating the comprehensive plan in the form of amendments and land use map changes.

To be useful as a day-to-day decision making guide with a long-range focus, the Land Use chapter must be flexible and must balance the seemingly opposite goals of being both adaptable to unanticipated changes and specific to current conditions and issues in the community. For these reasons, and in order that it remain a useful decision-making guide, the Land Use chapter should be monitored closely and updated as necessary, at least once every five years.

The City will adopt a Comprehensive Plan Land Use Map (see Exhibit 14.0) as part of the Comprehensive Plan. Any portion of the Comprehensive Plan Land Use Map may need to be amended to reflect changing desires and circumstances. This map will be a guide for how land may be used in the foreseeable future.

5.1 LAND USE OVERVIEW

This chapter of the comprehensive plan identifies land uses in the City of Nampa and the surrounding impact area. The existing land use map depicts current residential, commercial, and industrial areas. This map was derived using a current zoning map and modifying it slightly based on existing conditions.

In the development of the 2035 Comprehensive Plan and Land Use Map, public outreach was conducted in the form of multiple meetings and questionnaires. The Nampa citizens who participated identified their areas of priorities, their issues and concerns, along with specifying different elements they would like to see within their community in the future.

In addition, the Comprehensive Plan Subcommittee (CPS) made up of a myriad of community leaders, activists and residents spent 20 months providing input regarding their assessment of present and future land uses needs and concerns. Upon review of all discussions, the community comments, the existing comprehensive plan and other adopted specific plans both for the City and other agencies and upon review of assessments from all City Departments, the future land use map was prepared. The map emphasizes the vision for a mix of various types of land uses and activities. Narratives were developed for each chapter and goals, objectives and strategies were created.

5.2 CITY OF NAMPA - URBAN DESIGN

Urban design is the process of managing the physical and visual character of the City. The aesthetic quality of Nampa's built and natural environments largely defines the City's visual distinctiveness and beauty. Each year, the City's continued growth results in significant new public and private sector development investments. These investments occur in both newly developing areas on the City's urban edge and on redevelopment and infill sites in built up areas of the community. Each public and private sector development either enhances or degrades City's unique visual character and beauty. A comprehensive urban design strategy is essential if the City is to maintain these attributes.

5.3 LAND USE PATTERNS

The City has taken the initiative to develop the necessary plans, ordinances and strategies to implement a strategy to manage future growth. In addition, the development of future land use patterns for the City is essential for the City's future growth. As the City plans for the future, they will need to identify the type of land uses that will be appropriate for the City. Land uses for the City to consider include the following:

- a. Agricultural: Includes lands that are used for crop cultivation, irrigation, livestock grazing, food and feed production, hydro culture and horse stables and others;
- b. Residential: Includes single family residential low, medium and high densities;
- c. Public/Quasi-Public land uses: Includes parks, City Hall, police, fire and EMS facilities, utility facilities, libraries, institutes for higher learning and other public land uses;
- d. Mixed used development: Includes projects that have a combination of land uses within a development. This can include a mix of residential typologies, commercial, office, public and industrial land uses;
- e. Commercial: Includes consideration of the proper location of retail establishments, such as food markets, restaurants, office, medical and other professional businesses. Subcategories for commercial uses could be classified as neighborhood, general and highway commercial;
- f. Light industrial: Includes land uses such as small high-tech businesses, machine shop, warehouse and other industries;
- g. Heavy industrial: Includes land uses such as gravel pits, lumber mills and other uses which create potential hazardous impacts (air, noise, odor, vibration and others) to the community, and
- h. Open Space: Includes conservation areas for wildlife reserves, scenic vistas and other recreational uses.

5.4 AGRICULTURAL LAND USES

Within the existing City limits there are not many locations of agricultural land uses, but in the Area of City Impact, the following agricultural land uses are found: the cultivation of crops, the raising of livestock, single-family dwelling units, open space, stables, boarding/riding facilities, accessory structures, irrigated lands and other agricultural related. Some of land uses may be transitional until the area is annexed in to the City. One of the major concerns is how these parcels will be assimilated into the City. Issues to consider the lot sizes (preservation of older, large lot areas that were established in the county), existing on-site septic tanks, drain fields and water wells and how to manage the grandfather rights of livestock. It is important that the City planning staff work with Ada and Canyon County's planning staff to develop strategies to preserve agricultural lands from development.



5.5 RESIDENTIAL LAND USES

Historically, the City had gross residential areas identified as low density (4 units per acre), medium density (4 to 9 units per acre) and high density (over 9 units per acre). The City has not met these densities.

In the new residential land use categories a full range of housing types will be allowed in areas where municipal services are provided. Uses may include residential development at densities higher than one dwelling unit per acre. It was discussed that higher density infill should be considered as a top priority for staff; infrastructure and in order to preserve open spaces and agricultural lands.

Low, medium-low, medium and high-density development categories will allow a diversity of building types and size to accommodate a diverse population. Service commercial and public uses may be considered as an allowed use to encourage mixed-use development near the downtown core or by special use permit under special circumstances and when it is compatible with existing and potential residential uses.

Housing development in Nampa should be innovative in design and placement; should incorporate usable open space; and provide pedestrian, bike and street connectivity.

5.5.1 Agricultural Residential

Agricultural Residential (AR) – 1 unit per acre; Agricultural Residential land uses are characterized by low densities of single-family and manufactured housing units. These are sensitive areas such as near Lake Lowell and Deer Flat Refuge, residential areas east of the airport; where sewer and water is not available, and transitional areas in the Area of City Impact.

5.5.2 Low Density Residential

Low Density Residential (LDR) – 1.01-3.9 units per acre; Low Density Residential land uses are characterized by low densities:

Housing development in residential areas can be developed as:

- a. Manufactured Homes;
- b. Attached and Detached Residences;
- c. Single Family Attached Homes;
- d. Patio Home;
- e. Townhomes/Row Houses;
- f. Duplexes and
- g. Condominiums.

Large apartment buildings or apartment complexes should not be allowed.

5.5.3 Medium Density Residential

Medium Density Residential (MDR) – 4 - 9 units per acre; Low Density Residential land uses are characterized by medium densities:

Housing development in residential areas can be developed as:

- a. Manufactured Homes;
- b. Attached and Detached Residences;
- c. Single Family Attached Homes;
- d. Patio Home;
- e. Townhomes/Row Houses;
- f. Low density Apartments;
- g. Duplexes and
- h. Condominiums.

Single family, duplexes would be an allowed use, while three and four units would be allowed if they are compatible with the other surrounding densities or allow for appropriate transition. Large apartment buildings or apartment complexes should not be allowed.

5.5.4 High Density Residential

High Density Residential (HDR) greater than 9 units per acre; - Residential dwelling unit developments comes in all shape, sizes and densities. The City expects creative designs and diverse types of housing units in all its new housing stock.

Housing development in residential areas can be developed as:

- a. Cluster Housing;
- b. Patio Home;
- c. Townhomes;
- d. Row Houses;
- e. Duplexes;
- f. Condominiums;
- g. Apartments and
- h. Other types of Multi-Family Residential Units, such as, group homes, homeless shelters, senior housing, assistance living facilities and others.

In addition, Master Planned Communities and Planned Unit Developments can combine residential development along with commercial development. Special requirements such as development agreements and Specific Area Plans may be implemented. These developments will be dependent on the final development agreement, these developments should be designed with the idea and projects that are modern and innovative, following the best planning practices available.

Note: This is not an exclusive list of all housing types.

5.6 MIXED USE DEVELOPMENT

A mixed-use development is a real estate project with planned integration of some combination of retail, office, residential, hotel, recreation or other functions. It is pedestrian-oriented and contains elements of a live-work-play environment. It maximizes space usage, has amenities and architectural expression and tends to mitigate traffic and sprawl.

Mixed-use development is an important component of successful transit-oriented development, traditional neighborhood development, and smart growth/livable community development schemes. Mixed use developments contain a complementary mix of uses such as residential, retail, commercial, employment, civic and entertainment uses in close proximity - sometimes in the same building. Compatibility issues are addressed through performance standards, transition tools, careful site layout and building design, rather than by separating uses into single use zones.

When a wide variety of uses are located in close proximity to each other, walking and cycling become practical means of travel. For mixed-use development to succeed, varied land uses must be within convenience walking distance of each other (one quarter mile, 5 - 10 minutes) and there must be direct, safe, and convenient connections between the uses. Residents in mixed-use developments can take care of many daily needs without having to drive. Mixed-use development allows convenient access between work, home and other uses and services. In addition, mixed-use development can contribute vitality and interest for residents, additional customers for neighborhood businesses, and a variety of housing choices.

5.6.1 Nampa's Mixed Use Components

Under the new comprehensive plan, the City wants to encourage mixed use development that will be well planned and designed and that may accommodate certain residential, professional office, retail, commercial land uses. The development community could combine a single building as mixed use or it could be on a single site, which is an integrated development project that has significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Identifying an area for mixed-use development in the comprehensive plan has two objectives. The first objective is to give the City a better tool to manage the type of development through the planned unit development, special area plans, development agreements and other processes. The second objective is to provide a process, which will allow the development community to be more innovative in design, placement and function of structures and open space and not to add uses that are not compatible. Development design guidelines will need to be established to guide development within mixed-use areas.

5.6.2 Residential Mixed Use

5.6.2.1 Residential Neighborhood Mixed Use

Residential Mixed-Use districts are recommended locations for development of activity centers that are specifically planned to include both residential and non-residential uses. The range of nonresidential uses, and the development density of both residential and non-residential uses in a Residential Neighborhood Mixed-Use districts 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 uses, but that both types of land uses will be accommodated within the district as a whole is inherent in the designation, and a Residential Neighborhood Mixed-Use districts must be planned to provide a suitable residential environment.

5.6.2.2 Residential Neighborhood Mixed Use Principals

- a. Develop a variety of housing types and designs;
- b. Provide an interconnection circulation system that is convenient for automobiles, pedestrians and transit; and
- c. Open space

5.7 COMMERCIAL MIXED USE

5.7.1 Community Mixed Use

Community Mixed-Use districts are recommended locations for development of activity centers that are specifically planned to include commercial uses, would focus on more communitywide needs and services. These areas should be sited along major transportation corridors.

5.7.1.1 Community Mixed Use Principles

- a. Provide an interconnection circulation system that is convenient for automobiles, pedestrians and transit;
- b. Located on major transportation corridors;
- c. May include higher densities residential and;
- d. Landscape areas.

5.7.2 Employment Center Mixed Use

Employment Centers are destination areas of the City where consolidation of employment opportunities is available from various types of businesses. These Employment Centers are predominantly located on arterials or collectors.

Employment areas (as distinct from the Commercial areas) are recommended as predominantly office, research and specialized employment areas. Limited retail and service establishments primarily serving employees and users of the district are encouraged.

5.7.2.1 Location and Design Characteristics

Employment districts typically require good transportation access and should be located on or near major arterial or collector roadways and served by high-capacity transit routes. This is especially important for districts with large numbers of employees. Districts should provide a variety of flexible sites for small, local or start-up businesses, as well as sites for large national or regional enterprises.

5.7.2.2 Employment Center Mixed Use Principles

- a. Concentration of employment, commercial and residential;
- b. Street connectivity for easy ingress and egress;
- c. Center should have sidewalk and pathways to promote walking, bicycling, transit use and ride sharing, while also accommodating the auto;
- d. Mixed-use buildings should have dwelling units or offices located above ground floor retail and service uses are encouraged in these areas;
- e. Individual development projects in mixed-use areas should follow defined design standards;
- f. Open Space;
- g. Centers approvals are based upon the PUD process or Special Area Plans and
- h. Individual development projects in mixed-use areas should follow defined design standards.

5.7.3 Business Park Mixed Use

The Comprehensive Plan Subcommittee (CPS) strongly supported this land use and defined that the area had to have a minimum of at least 80 acres. The CPS considered these areas as business office parks located in where many office buildings are grouped together. All of the work that goes on is commercial and business-orientated high-tech industrial.

5.7.3.1 Location and Design Characteristics

The business parks shall be located north of the 1-84.

5.7.3.2 Business Parks Mixed Use Principles

- a. Eighty (80) acre minimum sites;
- b. Individual development projects in mixed-use areas should follow defined design standards;
- c. Create compact development patterns;
- d. Open space and;
- e. Infrastructure and City services are available.

5.8 PUBLIC/QUASI-PUBLIC LAND USES

The Public/Quasi-Public designation describes areas with unique uses and functions. These areas host community services and/or educational, cultural, administrative, and recreational facilities often located within a well-landscaped setting. It should be noted that many Public/Quasi-Public uses are also allowed and are located in other land uses.

Public/Quasi-Public uses can include the following: government buildings, public and private schools, schools/colleges, hospitals, cemeteries, airports, transportation and utility facilities and other compatible public, quasi-public uses.

5.8.1 Downtown (Central Business District)

Bordered by 16th Avenue, Canyon Street, the railroad tracks, and Third Street the City Center District is the heart of the City of Nampa. This area includes the Central Business District (Downtown Nampa), the Old Nampa neighborhood, City Hall, convention center, fire station, library, and is an important historic focal point and activity center for Nampa. A specific plan would reinforce this area as a government, business and high density residential center and enable additional revitalization opportunities. The plan could also explore designation of Old Nampa as a historic district. Issues such as office and commercial development on heavily traveled areas would be explored and resolved.

5.8.2 Institutes of Higher Learning

Higher, post-secondary, or third level education refers to the level of education that is provided at academies, universities, colleges, seminaries, institutes of technology, and certain other collegiate-level institutions, such as vocational schools, trade schools, and career colleges, that award academic degrees or professional certifications.

5.8.2.1 Northwest Nazarene University (NNU)

Northwest Nazarene University, a Christian comprehensive university, that offers over 60 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 plan focused on encouraging coordination between university activities and surrounding uses.



5.8.2.2 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 is 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 has the opportunity to serve as the core of community life, including housing, retail, offices, public space, arts and farmer's markets.



5.8.3 Idaho Center

This mixed-use activity 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 areas. A specific plan would identify appropriate transition uses and integration of light industrial, including storefront warehousing. Topics such as access, streetscape, and signage improvement would be addressed.

5.8.4 Airport

The Airport Master Plan provides details regarding the airport property. A master plan was completed plan would address surrounding land uses, particularly at the Garrity gateway, and encourage compatible development.

5.8.5 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.

5.8.6 St. Luke's Regional Medical System

St. Luke's Regional Medical System will be opening a facility in Nampa. Construction will consist of a 35 acre site that will house retail and medical space on a 35 acre site on the corner of Cherry Lane and Midland Blvd. Construction is estimated to be completed in 2012.

5.9 COMMERCIAL LAND USES

Currently, commercial land uses are primarily found along the following arterials: Twelfth Avenue, Highway 45, Eleventh Avenue, Nampa/Caldwell Boulevard, Garrity Boulevard, and 3rd Street South, which include retail stores and services. Other areas include the Karcher Mall, City Center, Idaho Center.

Within this category, specific zones would be created to focus commercial activities unique to their location. These zones might include a commercial neighborhood district focusing on specialized retail, restaurant, and service retail for surrounding residences, general commercial district and highway commercial focusing on service retail for travelers including restaurant, and office due to the access to transportation corridors, hotel/motel, general office, retail stores and services when in addition to other highway commercial uses, big box stores, truck service station, auto sales. In addition, standards for signs, screening, landscaping, parking, and access will need to be developed and implemented.

5.9.1 Neighborhood Commercial

This land use would be located off of local and collector streets. The purpose of this land use is to for commercial uses of a small scale near and in some cases in residential neighborhoods. The development would need to be compatible with residential uses based upon design and function and have relatively little impacts. The development footprint would be small relative compared to other commercial land use that could assist in reducing vehicles trips in and through neighborhoods.

The establishment of land uses would include groupings of personal services (barber shops, hair stylist, day care, coffee shops and), professional offices and services (administrative, accounting, clerical, insurance and real estate sales offices and similar uses), mini markets, banks, restaurants and other types of services. This land use could also be designed to act as a buffer between other more intense non-residential uses and high-density residential uses. In some cases this could be considered as a transitional land use.

5.9.2 General Commercial

This land use would be located off of collectors 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 City, but the districts are not generally expected to include residential uses.

The purpose of this land use would be to fulfill the needs for local traveled trips. They should be relatively compact districts located along roadways, and larger commercial districts. This land use should provide commercial services and retail sales to residents within the City.

General Commercial land uses should provide some supporting uses to adjacent neighborhoods, and have attractive interface and convenient pedestrian connections with adjacent residential areas would be encouraged. Examples of commercial land use would include retail and service business establishments, business offices and professional services, banks, grocery stores, automobile oriented uses (service stations, repair garages, car washes, vehicle sales and drive-through facilities), some wholesale, storage and distribution, coffee shops, restaurants, entertainment and related uses; clinics and health care facilities, hotel and motels and small shopping centers.

5.9.3 Highway Commercial

This land use would be located off of highway interchanges, major arterials and some collectors, based upon design and function, which provide access to major commercial development that accommodates large volumes of traffic (traffic ordinate business). These land uses will be more intense than other commercial land uses. Portions of these areas could be redeveloped over time into Transit-Oriented Developments that would also include residential uses, design and development standards are recommended that would help to make developments within existing commercial districts more attractive, engaging and accessible places. This would include development of multiple access points to disperse traffic, and a complete system of internal streets, sidewalks and pedestrian and bicycle paths to provide circulation within the district and connections to the surrounding roadway and bicycle route system. Examples include: big box projects, major shopping center, hospitals, retail, services, drive-in restaurants, office complexes, institutes of higher learning and other destination land uses.

5.10 INDUSTRIAL

Light and heavy designation would address a variety of uses including existing industrial and manufacturing operations, as well as "lighter" industry, storefront, warehousing, wholesaling, research and development activities. There are limited sites (Freeway North, Indian Creek West, Railway, Central, Freeway South, Indian Creek East, and Airport Park) in the City center (rail road areas) and large sites on the north side of the City for light industrial. There were concerns of where new industrial should be located.

Industrial land uses includes light and heavy designations that address a variety of uses including existing industrial, warehousing, general manufacturing, railroad, and industrial business parks and a wide range of manufacturing and related establishments, research, supplies and sales.

5.10.1 Light Industry

Light industrial land uses provide for processing, warehousing and manufacturing of goods, research and development and flex space development. These are important land uses that assist the City to diversify its economy with new and renovated industrial properties.

5.10.2 Heavy Industry

Heavy industrial businesses should be located away from residential development and designed where they will have minimum impact to surrounding land uses.

Heavy industrial land uses have a potential to affect the public health and safety due to sound, odors, vibrations, i.e. include rendering plant, gravel extraction, and junk yards.

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 affects. In all cases, standards for screening, landscaping and adequate access should be developed and implemented.

Gravel extraction and rock-crushing land uses should require a use permit from the City Council to ensure a controlled timeframe and provisions for a harmonious, compatible, developable area upon the expiration of the subject use.

5.11 OPEN SPACES

Open Spaces are lands that are publicly (or privately owned but used by the public). Located throughout the community there are various sites that are uses as parks such as schools, parks and plazas.

Exhibit 5-1 describes the existing and future estimated acreage.

EXHIBIT 5-1 - ESTIMATED ACREAGE AND PERCENTAGE OF LAND

ESTIMATED ACREAGE AND PERCENTAGE OF EXISTING AND FUTURE LAND BETWEEN IN 2004 AND 2011 PLANS				
CATEGORY	FUTURE LAND USES IN 2004 COMPREHENSIVE PLAN		FUTURE LAND USES IN 2011 COMPREHENSIVE PLAN	
	ACREAGE	PERCENTAGE	ACREAGE	PERCENTAGE
Agricultural	913*	2.03%	23,737*	33.87%
Residential	33,027	73.51%	28,941	41.29%
Commercial	2,939	6.54%	2,795	3.99%
Office	74	0.16%	-0-	-0-
Light Industrial	4,697	10.45%	3,993	5.70%
Heavy Industrial	1,487	3.31%	1,675	2.39%
Public	813	1.81%	709	1.01%
Park/Open Space	977	2.17%	1,037	1.48%

*AREA OF CITY IMPACT

ESTIMATED ACREAGE AND PERCENTAGE OF EXISTING AND FUTURE LAND BETWEEN IN 2004 AND 2011 PLANS				
CATEGORY	FUTURE LAND USES IN 2004 COMPREHENSIVE PLAN		FUTURE LAND USES IN 2011 COMPREHENSIVE PLAN	
	ACREAGE	PERCENTAGE	ACREAGE	PERCENTAGE
Residential Mixed Use	-0-	-0-	1,683	2.40%
Community Mixed Use	-0-	-0-	2,597	3.71%
Airport	-0-	-0-	871	1.24%
Downtown	-0-	-0-	176	0.25%
Employment Center	-0-	-0-	701	1.00%
Business Park	-0-	-0-	1,176	1.68%
Total	44,927	100%	70,091	100%

SOURCE: CITY OF NAMPA, 2011

*AREA OF CITY IMPACT

5.12 SPECIFIC TYPES OF LAND DEVELOPMENT

5.12.1 Infill Development and Redevelopment

Infill and redevelopment refers to development on vacant, underutilized, or partially used land. Infill occurs on land that may have been skipped over in the urbanization process.

Infill areas have been identified as enclaves and undeveloped lands where existing City services are available. Infill and redevelopment are encouraged in order to revitalize developed residential and commercial areas and take advantage of existing infrastructure. Infill development in the downtown area can help create a unique urban living environment.

Important tools for implementing infill and redevelopment concepts may include one, all or a combination of the following: 1) the use of special development standards for properties that are considered infill sites; 2) provisions specifically relaxing requirements such as setbacks for developments on the narrow original townsite lots; 3) a provision establishing a “not limited to” list of uses are permitted in each of the zoning districts, provided the land meets criteria for being considered “infill”; 4) a provision that specific development standards for infill can be set on a project-by-project bases through the Site Plan Review Committee using general standards for the zoning district in which the development is located as a guideline.

5.12.2 Transit-Oriented Development (TOD) Mixed-Use

Residential or commercial areas designed to maximize access to public transportation, which often incorporates features to encourage transit ridership.

5.12.2.1 Transit-Oriented Development (TOD) Mixed Use

Principles:

- a. Mixture of high density of residential with supported services of office and commercial;
- b. The development promote densities;
- c. The development is shall convenient pedestrian, bicycling and carpooling connections and
- d. Individual development projects in mixed-use areas should follow defined design standards.

5.12.3 Planned United Development

Communities can encourage development that has creative site design and a mix of uses by incorporating flexibility into its ordinances, especially with regard to use, setbacks and minimum lot sizes. Tools such as Specific Area Plans and Planned Unit Developments (PUDs), can help developers build projects that otherwise would fail to meet traditional zoning standards, while giving local governments valuable design oversight.

The Planned Unit Development is a form of development that usually includes a mix of housing units and nonresidential uses in one unified site design. 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.

5.12.4 Neighborhood Plans

The purpose of 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.

5.12.5 Small Area Plans

Small Area Plans (sometimes called Precise 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.

5.12.6 Specific Area Plans

The SPECIFIC AREA PLAN (SAP) provide a means to modify or create new zoning regulations for unique areas and developments, such as mixed use developments and planned communities or planned developments, where other conventional zoning mechanisms cannot achieve the City's desired results. Each SAP has its own non-transferable set of regulations based upon the City's Zoning and Subdivision Ordinances. The regulations may combine some or all the following elements for a defined area into one document: zoning standards, design guidelines, site plan, infrastructure plan, phasing plan and other elements as appropriate. SAP are adopted into the zoning code by Title and become either the base zone or an overlay zone for the property.

At the most basic level, a SAP may simply be an overlay zone that retains the existing base zoning for a small site, but modifies and/or expands it in certain ways such as allowing different dimensional standards, streetscape treatments and architectural designs. Even a small and basic SAP should include a fairly detailed site plan and illustrations since the purpose is to be very "specific" about how the property will be developed based upon the City's Zoning and Subdivision Ordinances.

At the most complex level, a SAP may address a very large site of hundreds or even thousands of acres. In this case, the SAP may include many different chapters with detailed standards for the issues addressed in each chapter. For example, a large Planned Community SAP may include a complete and detailed Land Use Plan, conceptual master plan, with lot layout patterns, building envelopes and street and general utility networks. Detailed Zoning Standards could be included that addressed setbacks, heights, mix of uses, and parking ratios. A Design Chapter could describe materials, architectural styles and sign programs. A Landscape Section could address common open space areas with a plant palette and irrigation plans. A Transportation Chapter could include roadway cross sections and streetscapes, pathways and maybe a public transportation or Transportation Management program. An Infrastructure Chapter could address the location, sizing and timing of sewer, water, fire and other facilities and the potential development impacts related thereto. An Environmental Chapter could address water quality, riparian protection, revegetation of graded slopes, storm water runoff, erosion control, potential environmental impacts, and similar issues. A Phasing Chapter could identify how the construction would proceed and at which point in time certain infrastructure elements would be installed. A Review Process chapter 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.

5.12.7 Cluster Development

There are two overarching goals of cluster development: 1) to preserve agriculture land, open space, wetlands, water bodies, viewsheds, forests, meadows and other natural features that the community values, and 2) to reduce costs to developers and public entities of providing infrastructure to new developments. 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 can be promoted in a municipality's subdivision ordinance or in a stand-alone cluster development ordinance. Cluster development ordinances typically include design standards for subdivision development. Cluster development ordinances, can also provide incentives to developers, such as allowing them to increase the number of lots and/or buildings that may be constructed on a site, in exchange for utilizing a cluster development.

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. The exception is when the regulations allow for conditional or special use permits, which, allows a use or alteration based upon a special conditions. In addition, the specific purposes of each zoning district shall guide the development of land uses that are of similar purpose or are compatible.

The regulations of the subdivision provide directions to develop residential and other land use development in an orderly fashion with the key word of compatibly. The comprehensive plan sets the foundation in developing these ordinances.

Land use designations 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.

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.

5.13.1 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 municipality's 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 it attractive for developers who want to site a project in a particular area due to the level of certainty that the community will accept the project because it is in conformance with its zoning.

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 distances of buildings from property lines) in each of the various zoning districts identified on the zoning map.

Many communities are now looking 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, which protect agricultural and significant natural areas and build on existing infrastructure.

5.13.2 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 of a community. 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) discourages strip development along roads, 3) encourages an interconnected street 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. Typically, subdivision ordinances require applicants to submit scaled drawings ("plats") that show the layout of lots, roads, driveways, details of water and sewer facilities, topography and drainage.

5.14 OTHER PLANNING TECHNIQUES

5.14.1 Conservation Easements

A conservation easement is intended to protect, preserve and conserve a natural feature, which prohibits the construction of any building or structures within the easement and shall prohibit the removal of all vegetation, except that which is necessary for protecting the public health and safety and/ or according to an approved forest management plan, where required.

5.14.2 Transfer of Development Rights

Transfer of Development Rights (TDR) programs allow increased development in areas that a community has designated for development in return for preservation of places a community wants to protect. TDR is often used for agricultural and/or open space protection, although it can be used to protect any important resource.

Generally established through a local zoning ordinance, a TDR program can protect farmland or significant natural areas by shifting development from those areas to areas that are planned for residential and commercial growth. When the development rights are transferred from the “sending” piece of property that land is then restricted to agricultural or conservation use by a conservation easement and the “receiving” land can be developed at a greater density than generally allowed under the municipality’s zoning ordinance.

In a TDR program, local governments approve transactions and monitor easements. Some communities have created “TDR banks” that buy development rights with public funds and sell them to developers and other private landowners. Other communities have contracted out the easement monitoring aspect of the program to other conservation-oriented groups, such as local land trusts. The value of development rights is traditionally based on projections about average property value changes in the sending area as well as in the receiving area.

A “TDR-less” program is similar to a traditional TDR program in that it allows development rights in a sending area to be purchased and moved to a receiving area. However, TDR-less programs use site-specific appraisals to determine fair payments to and from sending and receiving sites. For instance, a proposed receiving site would be appraised to provide an estimate of the increase in profit attributable to the additional density allowed under a TDR program. The developer would then be required to spend a specified percent of the estimated increased profit on preservation of a sending site. The sending site would also be appraised to estimate the fair value of the conservation easement that would permanently restrict future development of that site. As with traditional TDR programs, local governments approve transactions and monitor easements on sending sites.

5.14.3 Design Review

Distinctive communities that have well-designed buildings and storefront façades are better at attracting new businesses and residents and are less likely to suffer from disinvestments and neglect. Communities can enact clear and uniform design guidelines to gain control of their community’s appearance.

The purpose of most design guidelines is to ensure that redevelopment or new projects are compatible with existing styles in the surrounding neighborhood. While most design guidelines are developed for historic districts, they can be established for development in other areas as well. Design guidelines can also provide clear guidance to developers about the municipality’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.

Design guidelines can address some or all of the following design elements: site layout; building orientation; location of parking; connectivity and transition between land uses; vehicular and pedestrian access and circulation; building facades; building materials and colors; windows and doors; landscaping and screening; lighting; and signage. Communities may create a Community Design Guidebook or Manual that provides illustrated examples for developers.

5.14.4 Future Acquisition Map

How and where will the City grow in the future? Where will new roads, parks, water and sewer plants facilities are located? 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:

- a. Streets, roads, other public ways, or transportation facilities proposed for construction or alteration;
- b. Proposed schools, airports, or other public buildings;
- c. Proposed parks or other open spaces; or
- d. 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 should have 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 should be contingent upon negotiations with Canyon County 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.

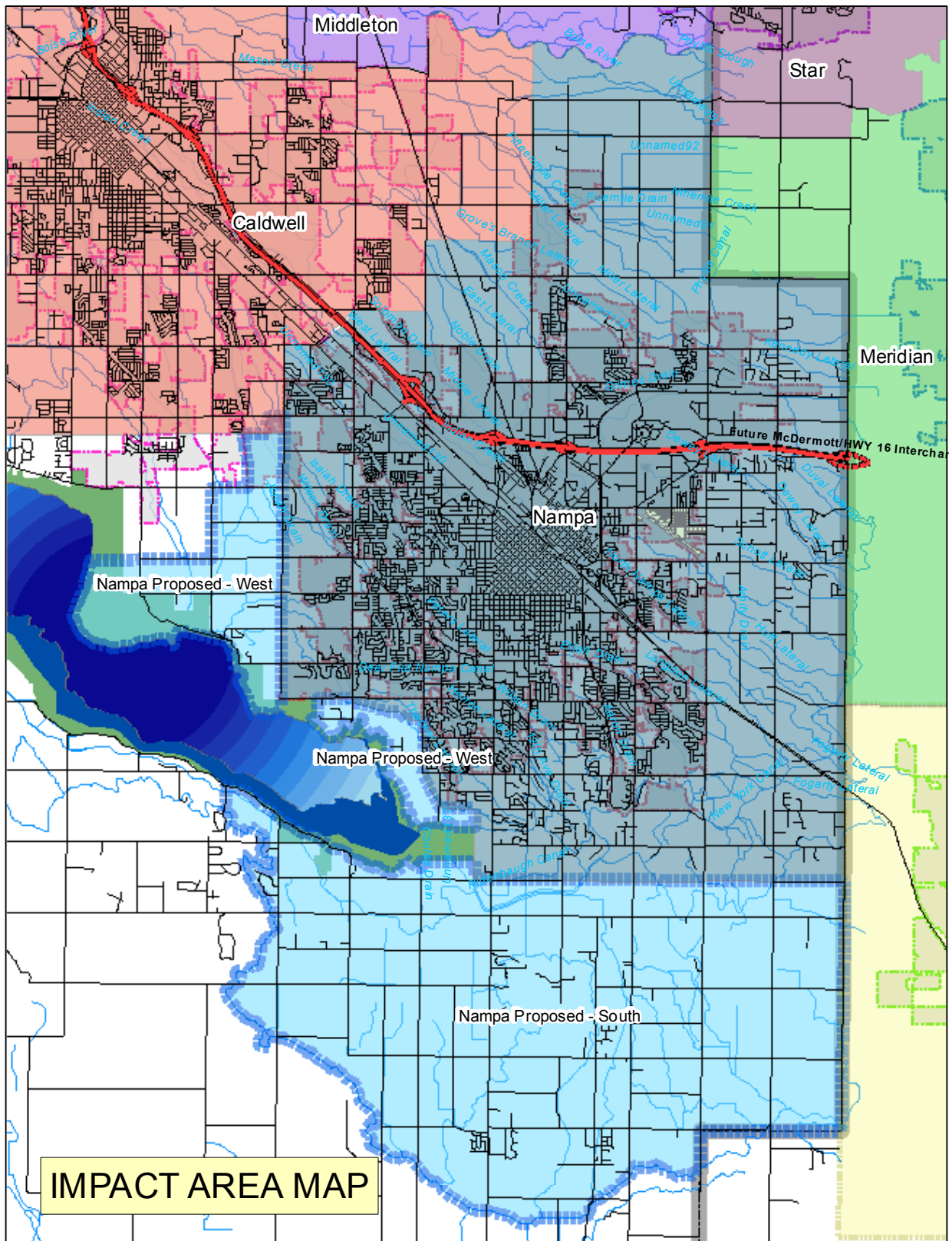
Growth issues affect both the City and County. Effective growth management will require a coordinated effort involving City and County land use regulations. Some of the more specific growth-related issues include:

- a. Potential for growth in the areas outside of the City and within the Area of City Impact;
- b. Modifications to the Area of City Impact and possible annexation;
- c. Expansion of City services only in areas within the City limits of Nampa;
- d. The City recognizes that they can only make recommendations on land use issues in the Area of City Impact and;
- e. 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:

- a. Trade Areas;
- b. Geographic factors and;
- c. Areas that reasonably can be expected to be annexed into the City in the future.

EXHIBIT 5-2 - AREA OF CITY IMPACT MAP



5.14.6 Open Space and Recreation Planning

Parks, pathways, greenways, farms, and other open spaces are important ingredients in the appeal and livability of any community. 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.

Converting underutilized land to parks and gardens can help to revitalize neighborhoods, and public ownership of parcels in key locations, and can help to increase public access to natural amenities for recreation. Providing small parks or other well-maintained and attractive public space within 1/4 - 1/2 mile of most residents is a good rule of thumb for creating walkable communities. Parks and open areas can also be a cost-effective alternative for flood control and stormwater treatment.

One way a community can assess and preserve its open space is by developing an open space plan, or including an assessment of open space and recreational resources as part of its comprehensive plan. In this process, a community: 1) categorizes and inventories all of its open space parcels by looking at their use and function within the community, 2) prioritizes the open space parcels for protection, and 3) considers the best way to use and protect them.

Open space is not just vacant land, but may also include recreational sites, parks, greenways, active agricultural lands, cemeteries, forests, woodlands, wetlands, and trail networks. With a complete inventory of open space parcels, and a plan for prioritizing and protecting key lands, a community can work towards obtaining the financial means to achieve its open space goals.

5.14.7 Development Agreements

Some communities utilize the development agreement as a process for annexation, subdivision, and other development processes. The development agreement is negotiated between a local government and a developer that sets out the regulations that will apply to a development that may not be in a traditional application conditions for approval. Examples would include, but be limited to road improvements, partnering with the City to increase needed infrastructure that is being affected by the development and the negotiation of land for public recreation.

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 no overlays exist, the regular zoning standards apply. Overlays are applied to areas with special conditions, such as environmental or historic features, within geographic boundaries that may not coincide with underlying zoning districts.

Examples: Sensitive Lands, Natural Features, Greenway, Water Resources (wetlands, streams, riparian corridors and aquifer recharge areas) Historic Preservation Overlay, Residential Protection Overlay (This overlay can be included to provide protection of residential areas that are vulnerable to encroachment from non-residential uses. Restrictions on changes from residential to non-residential zoning and development are provided for areas within this overlay) and others.)

5.14.9 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.

Smart Growth Principles:

- a. Mix land uses;
- b. Take advantage of compact building design;
- c. Create a range of housing opportunities and choices;
- d. Create walkable neighborhoods;
- e. Foster distinctive, attractive communities with a strong sense of place;
- f. Preserve open space, farmland, natural beauty, and critical environmental areas;
- g. Strengthen and direct development towards existing communities;
- h. Provide a variety of transportation choices;
- i. Make development decisions predictable, fair and cost effective;
- j. Encourage community and stakeholder collaboration in development decisions;

Smart Growth values long-range, regional considerations of sustainability over a short-term focus. Its goals are to achieve a unique sense of community and place; expand the range of transportation, employment, and housing choices; equitably distribute the costs and benefits of development; preserve and enhance natural and cultural resources; and promote public health.

GOAL 1: Ensure that development within the City of Nampa is consistent with the City’s goals, objectives and strategies of the comprehensive plan.

OBJECTIVES AND STRATEGIES FOR ACCOMMODATING FUTURE CITY GROWTH

OBJECTIVE 1: The Comprehensive Plan should be the basic daily strategy and decision-making guide for all community development related decisions, both public and private.

STRATEGY 1: Implement the City of Nampa’s Comprehensive Plan primarily through the City’s land development regulations, such as, the zoning and subdivision (including plat review) ordinances, comprehensive land use map, capital improvement programs and City policies.

STRATEGY 2: Assure that other adopted plans are consistent with the Comprehensive Plan.

STRATEGY 3: Develop and implement a process for regularly reviewing, evaluating and updating the Comprehensive Plan keep the strategies current.

STRATEGY 4: Provide the staff with the resources needed to conduct periodic evaluations and make necessary revisions and updates to the City’s Comprehensive Plan.

GOAL 2: Continue to involve citizens of City of Nampa in the planning, plan implementation and the decision-making processes.

OBJECTIVES AND STRATEGIES FOR CITIZEN PARTICIPATION

- OBJECTIVE 2:** Strive to maximize productive public participation in planning and development review processes.
- STRATEGY 1:** Publicize upcoming meetings and public hearings by working closely with the community using various forms of communication media such as the internet, the City websites, television, radio, print and other media opportunities to inform the public. (Note: for the CPS - Recognizing that the Local Land Use Planning Act (LLUPA) requires that the official newspaper is the major form of communication, other forms of communication (Twitter, Facebook, and others) and new ways to communicate are being created as we speak.)
- STRATEGY 2:** Require that a neighborhood meeting is conducted before a land use (annexation, rezoning, conditional use and etc.) public hearing request is heard before the Planning and Zoning Commission.
- STRATEGY 3:** The Planning and Zoning Department will be the lead agency to transmit planning and zoning information to the public.

GOAL 3: Ensure that the City of Nampa has sufficient available land within the City and its Area of City Impact to accommodate projected City growth.

OBJECTIVES AND STRATEGIES FOR ANNEXATION

- OBJECTIVE 3:** Develop a process that will clearly identify the City's future plans to expand its City's boundaries.
- STRATEGY 1:** Create a future annexation map as required in Idaho Code Section 67-6517.
- STRATEGY 2:** Create and implement a five-year plan to annex enclaved properties into the City of Nampa.
- STRATEGY 3:** Annex enclaved properties [those properties surrounded by City properties on all sides] into the City of Nampa to ensure the cost-efficient provision of public and emergency services.

GOAL 4: Ensure that lands for future urban uses are properly zoned and can be provided with the full range of urban services and in a cost-effective manner.

OBJECTIVES AND STRATEGIES FOR THE INCORPORATED AREA

- OBJECTIVE 4:** Provide for capital improvements, public services and other assistance needed to support industrial, commercial and residential development in the City of Nampa.
- STRATEGY 1:** Coordinate new development with the City’s Capital Improvement Plan (CIP).
- STRATEGY 2:** Seek that new development growth pays for its cost for public infrastructure and services, unless a specific policy creates an exception for defined public purposes.
- STRATEGY 3:** Impact fees should cover their portion the public costs of providing the on-site and off-site public improvements and facilities needed to serve the development and comply with Idaho State Code.
- STRATEGY 4:** Consider approval of projects that do not “pay for its’ portion of development costs.”
- a. Implement this strategy if the City determines that the development makes a strong positive contribution to implementation of adopted public planning or strategy objectives, such as:
 - b. The revitalization of a blighted neighborhood;
 - c. The creation of a very high-quality designed mixed-use activity center or
 - d. The development provides other public benefits such as affordable housing units, for example.

GOAL 5: Achieve a “balanced” City growth pattern by guiding new development, infill and redevelopment projects to planned development areas throughout the City of Nampa, rather than outside of the City limits.

OBJECTIVES AND STRATEGIES FOR FUTURE DEVELOPMENT

- OBJECTIVE 5:** Utilize the Comprehensive Plan, detailed neighborhood plans, special area plans, and other planning documents to identify future development areas.
- STRATEGY 1:** Save public costs by directing new development to places contiguous to existing development where sewer, water, roads, and other necessary services already exist, or are planned as part of a comprehensive plan to accommodate projected growth.

- OBJECTIVE 6:** Seek to reduce the demand for vacant development land on the periphery of the City.
- OBJECTIVE 7:** Identify potential infill and urban redevelopment locations in the Comprehensive Plan, and through special planning studies of specific areas.
- STRATEGY 1:** Encouraging urban infill, redevelopment, and in some cases in higher densities in areas recommended in the City plans, as appropriate locations for more intense development.
- STRATEGY 2:** Place a high priority on development within the City, where the City has identified areas for reuse, redevelopment and/or infill development.
- OBJECTIVE 8:** Identify areas that have the opportunity to implement “smart growth” principles in the City of Nampa.
- STRATEGY 1:** Utilize Smart Growth principals as a guide for new development and redevelopment in the City, whenever possible.
- OBJECTIVE 9:** Direct development away from lands that is unsuitable for development due to engineering or environmental constraints.
- OBJECTIVE 10:** Avoid new developments in flood-prone areas and on unsafe soils.
- STRATEGY 1:** Identify areas where the City would like to see long-term preservation of open space land uses.

GOAL 6: Seek agreements with adjacent municipalities and the County that would help to preserve long-term options for planned, orderly City expansion.

OBJECTIVES AND STRATEGIES FOR AREA OF CITY IMPACT (ACI)

- OBJECTIVE 11:** Direct new growth to planned development locations within the City limits that are suitable for intensive urban development and have easy access to essential urban infrastructure and services.
- STRATEGY 1:** The City shall not extend city services outside of the corporate boundaries.
- OBJECTIVE 12:** Renegotiate cities’ and counties’ Area of City Impact (ACI) boundaries.
- STRATEGY 1:** Work to create cooperation in identifying land uses for Area of City Impact (ACI) and municipal boundaries.
- STRATEGY 2:** Where possible identify common planning objectives and implementing polices as directed in the Comprehensive Plan.

- STRATEGY 3:** Continue to partner with the planning staffs of the Cities of Meridian, Kuna, Middleton and Caldwell and Canyon and Ada County.
- a. Maintain good communication with neighboring jurisdictions and seek opportunities to realize mutual objectives and resolve differences when this is consistent with other City planning goals.
 - b. Coordinate the development of impact area boundaries with Cities of Meridian, Kuna, Middleton and Caldwell and Canyon and Ada County.
 - c. Work with neighboring jurisdictions to establish plans and regulatory tools to implement the recommendations in the City of Nampa Comprehensive Plan.
 - d. Establish criteria for establishing impact area boundaries.
- STRATEGY 4:** Work with the County to create Specific Area Plans in the proposed Area of City Impact.
- STRATEGY 5:** Renegotiate the Area of City Impact area agreement with the County Commissioners to request that the City's Comprehensive Plan, Zoning and Subdivision Ordinances apply within the Area of City Impact.

GOAL 7: Update the City's land use ordinances.

OBJECTIVES AND STRATEGIES FOR ORDINANCE COMPLIANCE

- OBJECTIVE 13:** Update ordinances to meet the goals, objectives and strategies of the adopted comprehensive plan.
- STRATEGY 1:** Amend the zoning ordinance to incorporate new zoning classifications.
- STRATEGY 2:** Amend the subdivision ordinance to incorporate comprehensive plan updates.

GOAL 8: Future growth patterns should be supported by the Nampa Comprehensive Plan and Map.

OBJECTIVES AND STRATEGIES FOR GENERAL LAND USE

- OBJECTIVE 14:** Create land use strategies that will guide future development in the City.
- STRATEGY 1:** Adopt a future land use map that encourages a variety of residential densities, mixed-use developments, neighborhood and employment centers and specific area plans to encourage well planned development within the core, not on the fringe.

- STRATEGY 2: Consider pedestrian and bicycle access in all new developments to link existing and new developments together and to promote pedestrian and vehicular connectivity.
- STRATEGY 3: Create vehicular connectivity.
- STRATEGY 4: Adopt development standards to ensure a compatible and adequate transition between residential development and other uses.
- STRATEGY 5: Develop strategies and guidelines for innovative land use development. Investigate public/private opportunities for an “incubator facilities” district. Provide incentives that would expedite projects in order to encourage developers to invest in redevelopment. Consider density bonus, transfer development rights, conservation policies, and other land use incentives for preserving the natural state of undeveloped property.
- STRATEGY 6: Explore zoning code revisions, which provide new land use techniques that would meet future needs of the City such as: Performance Zoning; Form – Based Code.
- OBJECTIVE 15: Support Infill Development**
- STRATEGY 1: Develop polices to assist the infill development process.
- STRATEGY 2: Create a design competition, which would be sponsored by the City to demonstrate how infill developed could be designed in the City.
- OBJECTIVE 16: Encourage the development of planned unit developments (PUD’s) within the City.**
- STRATEGY 1: Amend the PUD ordinance to encourage, simplify and streamline the process for proposed projects.
- OBJECTIVE 17: Protect all land within a one-mile radius of Lake Lowell and Deer Flat Refuge.**
- STRATEGY 1: Reduce impacts to the area wildlife.
- STRATEGY 2: Develop land use densities strategies that reduce the impact of housing densities in the vicinity.

GOAL 9: Build strong, cohesive neighborhoods and communities.

OBJECTIVES AND STRATEGIES FOR NEIGHBORHOODS AND COMMUNITIES

- OBJECTIVE 18: Encourage the development of diverse communities that provide a mix of uses, a variety of employment options, social and recreational opportunities, and an assortment of amenities within walking distance of residential development.

- STRATEGY 1: Enhance the quality of neighborhoods by including visually appealing architectural elements and streetscapes that encourages pedestrian movement, facilitates community interaction, and promote public safety.
- STRATEGY 2: Preserve and enhance the distinct identities and historic character of existing neighborhoods and structures.
- STRATEGY 3: As new neighborhoods are being created, encourage them to development their own special sense of place, through attractive design of public places; proximity to schools, parks and other services.
- STRATEGY 4: Support community festivals and events in various neighborhoods.

GOAL 10: Continue to support detailed urban design and development guidelines to ensure that development at key locations supports the goals, objectives and strategies identified in the comprehensive plan.

OBJECTIVES AND STRATEGIES FOR URBAN DESIGN

- OBJECTIVE 19: Maintain, enhance or seek to create a strategic mix of non-residential uses, which are appropriate to the location and potential market.
- STRATEGY 1: Create neighborhood shopping opportunities for goods and services that are conveniently available to area residents.
- OBJECTIVE 20: Provide a diversity of housing types, sizes, and cost.
- STRATEGY 1: Develop a housing study to determine the housing needs in the City.
- OBJECTIVE 21: Provide adequate parks and community gathering places.
- STRATEGY 1: Develop parks adjacent to elementary schools and open space corridors when possible to capitalize on the benefits provided by shared use of public land.
- OBJECTIVE 22: Maintain or seek to create clearly defined neighborhood, business and employment centers and gateways.
- STRATEGY 1: Identify areas within the City that are lacking certain types of services.

GOAL 11: Develop infrastructure strategies, which support development in infill areas.

OBJECTIVES AND STRATEGIES FOR INFILL DEVELOPMENT

OBJECTIVE 23: Infill projects should address the community as whole rather than focusing narrowly on just one component.

STRATEGY 1: Redevelopment should be reasonably compatible with established neighborhood character.

STRATEGY 2: Adopt design standards/guidelines for improved compatibility.

- a. Setbacks;
- b. Garage placement;
- c. Scale;
- d. Roof lines;
- e. Building design;
- f. Window placement;
- g. Off- street parking;
- h. Lot size;
- i. Entryways;
- j. Porches;
- k. Access;
- l. Landscaping and open space;
- m. Building heights and
- n. Materials.

STRATEGY 3: Retain and develop new walkable neighborhoods.

STRATEGY 4: Provide landscaping and streetscape improvements that supports the urban setting.

OBJECTIVE 24: Create incentives to develop infill projects.

STRATEGY 1: Provide flexibility to reduce minimum lot area, lot width and yard setbacks for single-family and two family infill development, if the subdivision plan is of “exceptional quality and design” based upon established guidelines.

STRATEGY 2: Allow Planned Units Developments on smaller lots.

- STRATEGY 3: Streamline application process.
- STRATEGY 4: Permit adequate densities to ensure that infill development is feasible.
- OBJECTIVE 25: Encourage efficient development patterns that are both contiguous to existing development and at densities, which have relatively low municipal, state governmental and utility costs.
- STRATEGY 1: Reduce infrastructure costs to the City of Nampa and the development community.
- STRATEGY 2: Infill development will allow development to occur where existing infrastructure and services are available.

GOAL 12: Encourage the development of compact, mixed-use neighborhoods and districts and centers.

OBJECTIVES AND STRATEGIES FOR MIXED-USE DEVELOPMENT

- OBJECTIVE 26: Encourage the creation of compact, mixed-use development projects that includes a variety of land uses in close proximity to each other.
- OBJECTIVE 27: Mixed-use development should be consistent with City adopted plans, design guidelines and land development regulations that apply to mixed-use developments.
- STRATEGY 1: Adopt and implement land development regulations (i.e. zoning and subdivision ordinances, the zoning map, design standards) that facilitate the creation of compact, mixed-use neighborhoods, districts and centers.

GOAL 13: Promote agriculture, protect farmland, and protect the rural economy.

OBJECTIVES AND STRATEGIES FOR AGRICULTURAL LAND USE

- OBJECTIVE 28: Protect agricultural soils and areas of contiguous agricultural activity.
- STRATEGY 1: Prevent premature non-farm urban development in unincorporated areas.
- STRATEGY 2: Provide for a variety of formal and informal economic activities, such as, agri-tourism, and home businesses, which support a rural way of life.

STRATEGY 3: Encourage development that is designed to preserve open space and valuable agricultural land.

GOAL 14: Nampa will be a City, interconnected, with a variety of neighborhoods that are attractive, well maintained, safe and an appealing residential environment that will meet the needs of a diverse population.

OBJECTIVES AND STRATEGIES FOR RESIDENTIAL LAND USE

OBJECTIVE 29: Guide future residential development in areas, which is consistent with the Comprehensive Plan.

STRATEGY 1: Provide housing options throughout the City by providing a mix of choices, such as, location, accessibility, housing types, cost and neighborhood character.

OBJECTIVE 30: Value communities and neighborhoods.

STRATEGY 1: Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods-rural, urban, or suburban.

OBJECTIVE 31: Support existing communities.

STRATEGY 1: Target federal funding toward existing communities-through strategies like transit-oriented, mixed-use development and the reuse of abandoned, vacant, or underused properties for redevelopment to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

GOAL 15: Nampa seeks to be a predominant employment and commercial center of west Treasure Valley.

OBJECTIVES AND STRATEGIES FOR COMMERCIAL LAND USE

OBJECTIVE 32: Identify appropriate locations for mixed-use, employment, business and commercial activity centers.

OBJECTIVE 33: Prepare detailed neighborhood and special area plans that include location criteria and design standards for mixed-use activity centers.

STRATEGY 1: Improve the planned unit development process to provide incentives for appropriate commercial uses within new residential neighborhoods by amending the zoning ordinance.

- STRATEGY 2: Develop and implement development guidelines or ordinances in order to ensure that “potential commercial” designations do not result in strip commercial development.
- STRATEGY 3: Develop zoning mechanisms that encourage and define neighborhood center concept.
- STRATEGY 4: Ensure that commercial development is consistent with neighborhood needs, including providing adequate transition with residential uses.
- STRATEGY 5: Encourage infill commercial development where possible.
- STRATEGY 6: Determine appropriate locations for employment centers on the east, west and south sides of the City.
- STRATEGY 7: Provide for a minimum of an 80-acre business campus north of Interstate 84.

GOAL 16: Strengthen and enhance the City of Nampa’s Central Center District.

OBJECTIVES AND STRATEGIES FOR CENTRAL CENTER (DOWNTOWN) DISTRICT

- OBJECTIVE 34: Increase the amount and density of housing, office, and retail space in the Central Business District.
- STRATEGY 1: Follow the goals of the adopted Central Nampa Revitalization Blueprint - www.ttcityofnampa.us/revitalization
Adopt and Commit to the Central Nampa Vision.
Refine a Central Nampa Development System.
Initiate Strategic Economic Catalysts.
Enhance the “Sense of Place” Central Nampa.
Develop and Implement a Communication Plan.
- STRATEGY 2: Promote greater density in the Central Center District.
- STRATEGY 3: Encouraging development of existing “gaps” left by abandoned buildings, vacant parcels, and land located behind existing development along roads.
- STRATEGY 4: Continue to support and create additional community activities.
- STRATEGY 5: Identify areas for public gathering places.
- STRATEGY 6: Create a community plaza.

- STRATEGY 7: Create housing opportunities. Develop additional housing opportunities in the Central Center District.
- STRATEGY 8: Review transportation system options and make appropriate changes.
- a. Provide easy access and maneuverability.
 - b. Consider one-way traffic, where appropriate.
 - c. Increase off-street parking opportunities.
 - d. Promote a parking facility.
 - e. Develop a report/study to indentify the location of a future transportation hub.
- STRATEGY 10: Identify communication needs in the Central Center District.
- a. Improve communication /technology linkage.

GOAL 17: Support the continued development plans for institutions of higher learning.

OBJECTIVES AND STRATEGIES FOR INSTITUTIONS OF HIGHER LEARNING

- OBJECTIVE 35: Provide development techniques that would expedite development of institution of higher learning.
- STRATEGY 1: Establish zoning classification for institutions of higher learning.

GOAL 18: Support the continued development plans of medical facilities for Nampa and Canyon County.

OBJECTIVES AND STRATEGIES FOR MEDICAL FACILITIES

- OBJECTIVE 36: Provide development techniques that would expedite development of medical facilities.
- STRATEGY 1: Establish a medical zoning classification that will allow uses that are compatible to the medical campus and surrounding areas.
- OBJECTIVE 37: Work with the medical community to create campuses that meet the need of patients, employees and the administration.
- STRATEGY 1: Encourage the development of open spaces.
- STRATEGY 2: Create medical campus site that is an accessible via automobile, bicycle and walking.

GOAL 19: Preserve the existing industrial areas for industrial use, develop Additional industrial areas where appropriate, and provide for the physical rehabilitation and economic revitalization of industrial areas through both public and private efforts.

OBJECTIVES AND STRATEGIES FOR INDUSTRIAL LAND USE

- OBJECTIVE 38:** Partner with the City of Nampa Economic Development Department and the business community to identify locations for industrial, high-tech, agri-business, business park development.
- STRATEGY 1:** Identify lands that would accommodate for development of business, industrial, research and development sites.
- STRATEGY 2:** Provide infrastructure to the properties slated for industrial or business campus land uses that are shovel-ready ground for future employers.
- STRATEGY 3:** Coordinate/direct industrial transportation away from downtown and neighborhood centers.
- STRATEGY 4:** Preserve land on each side of the Idaho Northern Pacific Railroad spur, running between Boise and Nampa, which has potential for industrial development such as areas adjacent to the Sugar Factory land along the railroad spur from Franklin Road to the Ada/Canyon County line.
- STRATEGY 5:** Promote opportunities to redevelop existing industrial areas, where possible.
- STRATEGY 6:** Encourage industrial infill development where possible.
- STRATEGY 7:** Provide for a minimum of an 80-acre business campus north of Interstate 84 (I-84).

GOAL 20: Utilize the Specific Area Plans procedure/process to enhance development, which is unique, creative, and functional.

OBJECTIVES AND STRATEGIES FOR SPECIFIC AREA PLANS/ SPECIAL AREAS

- OBJECTIVE 39:** Prepare, adopt and implement a Specific Area Plan Ordinance.

- STRATEGY 1:** Prepare Specific Area Plans, which support the comprehensive plan, for the following areas:
- a. Idaho Center;
 - b. Central Business District (CBD);
 - c. The Karcher Interchange Area;
 - d. CWI and university district;
 - e. City Gateways;
 - f. Impact of residential development around Lake Lowell;
 - g. Future Area of Impact south of Lake Lowell and
 - h. Nampa/Caldwell Blvd.
- STRATEGY 2:** Identify additional areas for Specific Area Plans.
- a. Employment Centers,
 - b. Business Parks and
 - c. Others as identified.
- STRATEGY 3:** Incorporate the proposed zoning and land use designations for the Airport Master Plan, the NNU Specific Area Plan and the North Nampa Specific Plan onto the land use map and into the zoning ordinance.
- STRATEGY 4:** Establish a process to identify, promote, nurture, and recognize neighborhood associations to assist in the planning process.
- STRATEGY 5:** Identify and designate historic districts as identified in Chapter 11.
- STRATEGY 6:** Coordinate with applicable agencies regarding existing and future master plans.

GOAL 21: Use Smart Growth principles as guidelines for development, wherever possible.

OBJECTIVES AND STRATEGIES FOR SMART GROWTH AREAS

- OBJECTIVE 40:** Include Smart Growth principles in ordinances and policy guidelines, wherever possible.
- STRATEGY 1:** Use Smart Growth principles as identified:
- a. Providing a mixture land uses.
 - b. Taking advantage of compact building design.
 - c. Creating a range of housing opportunities and choices.
 - d. Creating walkable neighborhoods.
 - e. Fostering distinctive, attractive communities with a strong sense of place.
 - f. Preserving open space, farmland, natural beauty, and critical environmental areas.
 - g. Strengthen and direct development towards existing communities.
 - h. Providing a variety of transportation choices.
 - i. Making development decisions predictable, fair and cost effective.
 - j. Encouraging community and stakeholder collaboration in development decision.

GOAL 22: Coordinate land uses with the existing and developing transportation network in order to provide for the safe and efficient transport of people and goods.

OBJECTIVES AND STRATEGIES FOR LAND USE AND TRANSPORTATION CORRIDORS

- OBJECTIVE 41:** Initiate study to identify key corridors and appropriate enhancement techniques. Continue to update the Nampa Transportation Plan and review its impact on land use.
- STRATEGY 1:** Create infrastructure so that pedestrians, bicyclist and transit can navigate along transportation corridors. Encourage mixed-use developments to provide commercial services within walking or biking distance from residences. Encourage development that will utilize alternate modes of transportation, such as pedestrian, bicycle, and transit.
- STRATEGY 2:** In order to promote an efficient public transportation system, create incentives for the development of high-density commercial and employment centers along major transportation corridors.
- STRATEGY 3:** Plan for an elevated expressway from north of Nampa connecting Franklin Boulevard and 12th Avenue North Road.
- STRATEGY 4:** Preserve right-of-way for the safe movement of people, goods and services such as:
- a. Preserve 100-feet of north-south right-of-way from Kuna-Mora Road on the south and the Boise River on the north along McDermott Road to allow for a divided expressway with limited access.
 - b. Preserve 100-feet of north-side right-of-way along SH 20/26.
 - c. Preserve 80-100-feet of right-of-way on the following roadways: Ustick; Cherry; Amity; Greenhurst; Middleton; Midland; Happy Valley; Star; 12th Avenue North and Franklin Boulevard.
- STRATEGY 5:** Develop incentives for high-density, commercial and employment centers along major transportation corridors and other destination uses within specific plan areas, to support public transportation system.

GOAL 23: Encourage transit-oriented development (TOD) at strategic locations in the City as identified in City plans.

OBJECTIVES AND STRATEGIES FOR TRANSIT-ORIENTED DEVELOPMENT (TOD)

OBJECTIVE 42: Develop standards to guide development.

STRATEGY 1: Adopt and implement transit-oriented development plans and standards that address:

- a. Land use patterns;
- b. Zoning (including building setbacks, development density/intensity);
- c. Building design;
- d. Auto, pedestrian, and bicycle access to the area;
- e. Site design;
- f. Traffic and parking management; and
- g. Implementation strategies.

GOAL 24: Update City ordinances and strategies to comply with the adopted Comprehensive Plan.

OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION OF THE COMPREHENSIVE PLAN

OBJECTIVE 43: Develop a timeline to implement proposed modifications.

STRATEGY 1: Provide adequate human and financial resources to implement the comprehensive plan.

STRATEGY 2: Update the zoning map to be consistent with the future land use map.

STRATEGY 3: Amend the zoning ordinance consistent with the comprehensive plan provisions.

EXHIBIT 5-3- LAND USE IMPLEMENTATION ACTIONS

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
1	Update City ordinances and strategies to comply with the adopted Comprehensive Plan.	Planning takes lead	Staff time
2	Create a timeline to develop and implement proposed modifications.	Planning and Department Heads	Staff time
3	Update the zoning map to be consistent with the future land use map.	Planning	Staff time
4	Amend the zoning ordinance consistent with the comprehensive plan provisions.	Planning	Staff time
5	Prepare a land use report that identifies where specific areas study should be conducted.	Planning, Economic Development and Public Works	Staff time
6	Create a future annexation map as required in Idaho Code Section 67-6517.	Planning	Staff time
7	Create and implement a five-year plan to annex enclaved properties into the City of Nampa.	Planning	Staff time
8	Develop a housing study to determine the impact of housing needs in the City.	Community Development	Consultant
9	Implement the Central Nampa Revitalization Blueprint.	Economic Development	Staff time
10	Development an analysis to determine if there is enough land set aside for land uses in all categories.	Planning and Economic Development	Staff time and Consultant
11	Develop a secondary rate structure for infill vs. outlying development.	Public Works and Building Services Departments.	Staff time and Consultant
12	Conduct a study to create an elevated expressway to identify land use, access, neighborhood impacts, infrastructure needs.	Planning, Public Works and Economic Development	Staff time and Consultant



CHAPTER SIX- TRANSPORTATION

6.0 EXECUTIVE SUMMARY

The City of Nampa is served by a complete transportation system consisting of opportunities for automobiles, freight, pedestrians, bicyclists, public transportation and rail. It is highly connected to other cities in the Treasure Valley via I-84 and several state-owned highways. Nampa is also connected to the greater Pacific Northwest and Intermountain west through I-84, the Union Pacific Railroad, the Nampa municipal airport, and a regional airport (the Boise Air Terminal).

It is due in part to this multimodal connectivity that the City of Nampa has experienced a large amount of growth and development over the past two decades. Unfortunately, this growth has come with increased traffic, roadway congestion, and travel times. It has also increased the amount of freight moved through the city by trucks and rail cars and increased the demand for adequate bicycle and pedestrian facilities, not typically provided in once rural, now urbanizing, areas of the city.

The Idaho Transportation Department's (ITD's) long-range transportation plan for the state (Idaho's Transportation Vision 2004–2034) notes "Transportation of the future must be planned, preserved, developed, operated and maintained in a fully integrated manner." Nowhere is this more critical than in Nampa and the western US where continued population growth is anticipated.

ITD began a state-wide outreach process in 2007 to help plan and direct Idaho's future transportation system. The process generated a new vision for the state; Idaho's Mobility and Access Pathway (or IMAP). To implement this vision, Local Mobility Management Networks (LMMNs) were created in several of ITD's 6 districts; Nampa was and is integrally involved with this process.

The LMMN that includes Nampa and Canyon County published a mobility plan in September 2009 that focused on mobility of people and is not limited to the mobility of automobiles and trucks. A number of broad mobility needs for the region were established as part of their mobility plan. A number of them are directly relevant to this plan's goals for transportation:

- a. Preserve, restore, and maintain existing transportation services and resources based on performance measures determined by local communities.
- b. Provide mobility options for commuter trips.
- c. Provide transportation and mobility options for people who don't drive.
- d. Improve transportation options, facilities, and services.
- e. Improve coordination between transportation and land-use policies and planning processes.

It is in this spirit that the City of Nampa developed this chapter of its comprehensive plan. Although there is still an emphasis on the City's roadway system responsibilities, the emphasis in this plan is broader, addressing the concept of moving people, goods, and services to, through, and around Nampa. The City continues to work toward implementing transportation options that provide all citizens with a safe, efficient, and well-maintained transportation system.

6.1 EXISTING TRANSPORTATION SYSTEM

6.1.1 History and Background

Nampa performs all public road responsibilities within the city limits and the Idaho Transportation Department, the Ada County Highway Districts, Nampa Highway Districts # 1 and Canyon Highway Districts #4 all have roadways that intersect with the Nampa transportation system.

Nampa is connected to the greater Pacific Northwest and Intermountain west through I-84, the Union Pacific Railroad, two municipal airports, and one regional airport (the Boise Air Terminal). Nampa's roadway network is well connected to the region. I-84 connects with U.S. 20/26, and 95 and Idaho 45 and 55 providing excellent access to the rest of the treasure valley and beyond. Public transportation in Nampa is offered through several services administered through the area's regional transit authority, Valley Regional Transit (VRT).

A community's transportation system is part of the framework within which its economy functions. Nampa's dramatic increase in residential and commercial development since 2000 has impacted the City's traffic congestion. In addition, two geographic constraints on the network include the Union Pacific Railroad's mainline and Interstate 84. These barriers limit access across the city and contribute to greater traffic congestion at crossings and interchanges. Other demographic trends and land development patterns will continue to place demands on the roadway network into the future.

6.1.2 Roadway Network

Nampa's high connectivity to regional highways, railroads, public transportation and two airports provides a solid basis for a complete transportation system. However, Nampa's population growth and development must also be considered. Increased traffic has led to congestion, increased travel times, and associated problems.

The Nampa Public Works Department, in order to address some of these concerns and plan adequately for future growth and development, embarked on a transportation master planning effort. In 2009, the City hired URS to develop the *2011 Nampa Citywide Transportation Plan*. This plan is intended to be a 25-year blueprint for improving and expanding transportation systems throughout the City of Nampa and its study area.

6.2 FUNCTIONAL CLASSIFICATION

Roadway systems are described in terms of a functional classification of streets which divide the roadways into arterials, collectors, and local streets. The functional street classification of a roadway is based on how the roadway functions within the network. The comprehensive plan examines the existing and future functional classification of streets.

Functional classifications for Nampa's streets are a joint responsibility of the Nampa City Council and the area's Metropolitan Planning Organization – COMPASS. Two are maintained: one, for federal funding purposes (a ten-year horizon) and a second, for city planning purposes (a 25-year horizon). The current, official planning-level functional classification map was approved by both organizations in 2010. The following classifications are used on that map:

- a. Interstate/Expressways;
- b. Principal Arterials;
- c. Minor Arterials;
- d. Collectors and
- e. 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.

EXHIBIT 6-1 – STREET CLASSIFICATIONS

FUNCTIONAL CLASSIFICATION	URBAN APPLICATIONS		
	DESCRIPTION	PORTION OF TOTAL SYSTEM	TYPICAL ATTRIBUTES
Interstate/Expressways	<p>Service: Movement through or between urban areas. Movement between major activity and urban centers within a region.</p> <p>Spacing between routes: Varies significantly from one geography to another</p>	N/A	<p>Access control: Full access control with interchanges at minimum one-mile spacing.</p> <p>ADT: Varies widely; typically 25,000 or greater</p> <p>Bicycle lanes: Not allowed</p> <p>Design speed: 65 mph or greater</p> <p>Minimum characteristics: Determined by FHWA</p> <p>Parking: Not allowed</p> <p>Sidewalks: Not allowed</p>
Principal Arterial	<p>Service: Major movements within an urban area.</p> <p>Major activity centers: CBD, Important transportation terminals, regional shopping centers, large institutional facilities, major industrial/commercial centers, & regional recreation areas.</p> <p>Highest volume, longest trip corridors with high proportion of total urban travel.</p> <p>Integrated, both internally and between major rural connections.</p> <p>Should not penetrate identifiable neighborhoods.</p> <p>Typically includes accommodation for public transportation</p> <p>Spacing between principal arterials: less than 1 mile in central business areas to 5 miles in sparsely developed urban fringes</p>	<p>VMT: 40%-65% of total system VMT</p> <p>Miles: 5%-10% of TSCM</p>	<p>Access control: Strict limits on driveways; access for other streets varies with location</p> <p>ADT: 5,000-25,000</p> <p>Bicycle lanes: Limited to identified Pedestrian Corridors</p> <p>Buffers and medians: May be allowed at selected locations; may be required to inhibit left turn movements</p> <p>Design speed: 35-45 mph</p> <p>Minimum ROW: 100 feet</p> <p>Parking: Not allowed</p> <p>Sidewalks: Required</p> <p>Travel lanes: 4-7</p>
Minor Arterial	<p>Service: Provide intra-community continuity Should not penetrate identifiable neighborhoods.</p> <p>Interconnects collectors with principal arterial network</p> <p>Often includes accommodation for public transportation</p> <p>Spacing between minor arterials: 1/8 – 1/2 mile in CBD, normally not more than 1 mile in fully developed areas, and 2-3 miles in suburban fringe</p>	<p>VMT: 15%-40% of total system VMT</p> <p>Miles: 5%-20% of TSCM</p>	<p>Access control: Moderate limits on driveways; access for other streets varies with location</p> <p>ADT: 5,000-15,000+</p> <p>Bicycle lanes: Required on designated bicycle routes</p> <p>Buffers and medians: Usually allowed</p> <p>Design speed: 35 mph</p> <p>Minimum ROW: 100 feet</p> <p>Parking: Not allowed</p> <p>Sidewalks: Required</p> <p>Travel lanes: 3-5</p>

FUNCTIONAL CLASSIFICATION	URBAN APPLICATIONS		
	DESCRIPTION	PORTION OF TOTAL SYSTEM	TYPICAL ATTRIBUTES
Collector	<p>Service: 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. May include accommodation for public transit Range of dwelling units served: 200-1000 Length: Continuous for 1 mile or greater when ADT exceeds 3,000; otherwise, may be of any length</p>	<p>VMT: 5%-10% of total system VMT Miles: 5%-10% of TSCM</p>	<p>Access control: Minor limits on driveways; always connects to an arterial ADT: 2,000 to 7,500 Bicycle lanes: Required Buffers and medians: Allowed Design speed: 25-35 mph Minimum ROW: 80 feet Parking: Preferably not, but may be allowed at discretion of City Engineer on lower ADT streets Sidewalks: Required Travel lanes: 2-3</p>
Local Road	<p>Service: Provides access to land adjacent to collector network. Relatively short travel distance. Through traffic movement usually discouraged. Usually no bus routes.</p>	<p>VMT: 10%-30% of total system VMT Miles: 65%-80% of TSCM</p>	<p>Access control: Frequent access for driveways; connects to a collector ADT: Typically less than 2,000 Bicycle lanes: Allowed Buffers and medians: Median strip required between back of curb and sidewalk Design speed: 20-30 mph Minimum ROW: 56 feet Parking: Allowed Sidewalks: Required; may be widened to facilitate bicycling; Travel lanes: 2</p>

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 STATE HIGHWAY SYSTEM

Incorporated cities in the state of Idaho, with the exception of 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.

6.3.1 Interstate Highway 84 (I-84)

I-84 is the major east-west route through the Treasure Valley. The interstate bisects the City of Nampa at four existing full interchanges: Garrity Boulevard, Karcher Road/SH-55, Franklin Boulevard, and Northside Boulevard. Over the past five years, ITD has made significant roadway capacity improvements to I-84 throughout Ada and Canyon counties. These improvements will be completed in early 2012. There is also one proposed interchange access point at McDermott Road/State Highway 16. This interchange is anticipated to be constructed when funding has been identified and State Highway 16 is extended south of US-20/26 to I-84.

6.3.2 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. ITD and the City of Nampa are currently reviewing the function and future of this state-controlled facility.

6.3.3 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. Currently US-20/26 between Eagle Road on the east and I-84 in Canyon County on the west is being studied. A *US-20/26 Corridor Preservation Study* will identify future transportation improvements and determine the need for future rights-of-way between Boise and Caldwell.

6.3.4 12th Avenue South (SH-45)

12th Avenue South is the primary north-south route through the City of Nampa, connecting to Idaho 78, which merges with US-95 into Oregon and with SH-51 into Nevada. 12th Avenue South traverses through a rural portion of the region and fills a variety of travel needs. The corridor also serves as a commuter route from Owyhee County and the City of Melba to urban areas of the region.

6.3.5 Karcher Road (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.

6.3.5 State Highway 16 (SH-16)

ITD will design and construct a new highway extending Idaho 16 from U.S. 20/26 (Chinden Blvd) to SH-44 (State Street). This project requires a new Boise River crossing and a connection with SH-44 across undeveloped property. Construction is anticipated to begin in 2012. An environmental review has already been conducted to continue the highway southward to connect to I-84 just west of McDermott Road, but funding for design, acquisition, and construction has yet to be identified. It is anticipated that interchanges will be constructed at U.S. 20/26, Ustick Road, Franklin Road, and I-84.

6.4 EAST/WEST CORRIDORS

There are only five east/west 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.

6.4.1 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 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.

6.4.2 E. Victory Road

This corridor has a western terminus at N. Sugar Ave and continues east to the Boise Airport. Victory Road is predominantly 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.

6.4.3 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 also 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 from Midway Road in Southwest Nampa (beginning as Lake Lowell Avenue) access SH-45 where it changes to Amity Avenue to Maple Grove Road in Southwest Boise.

6.4.4 Franklin Road

Franklin Road stretches fourteen miles from Can-Ada Road in Nampa near the Idaho Center to South Roosevelt Street 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.

6.4.5 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.

6.4.6 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 Idaho 45 via Bowmont Road and improved in other sections to a better 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, recent planning efforts by the region's transportation authorities are encouraging preservation of the corridor for an expressway with potential grade-separated interchanges.

6.4.7 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 providing connectivity between the two counties.

6.5 NORTH/SOUTH CORRIDORS

The Comprehensive Plan Subcommittee, as part of its review, determined it would be advantageous to the cities and highway districts to identify north/south corridors needing improvements, in order to further the City's connectivity. In addition, the committee felt that long term projected growth for the City demands that we begin exploring the need for a high capacity, limited access, elevated roadway that connects I-84 to South Nampa. Though current demand may not warrant such a roadway, projected growth must be regularly considered to determine the appropriate time to begin planning for such a connection.

6.5.1 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 and as it continues south to Nampa it crosses I-84. In the Nampa area, Middleton Road is designated a principal arterial as it handles north-south traffic to and from the Karcher Interchange area.

6.5.2 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 close 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.

6.5.3 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.

6.5.4 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 north to I-84 is known as Kings Road. From the Union Pacific Railroad south it is known as Southside Boulevard. It provides one of only four grade separated railroad crossings in the city.

6.5.5 Happy Valley Road

Happy Valley Road goes 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.

6.5.6 Robinson Road

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.

6.6 PUBLIC TRANSPORTATION SERVICES

Valley Regional Transit (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. All bus services under VRT are operated as “ValleyRide.”

VRT completed a comprehensive Regional Operations and Capital Improvement Plan that detailed a short-term and long-term public transportation plan for the two-county region in 2005. The short term (5 year) plan called for route restructuring designed to improve transit services using existing financial and equipment resources. Improvements to the current fixed-route bus systems in Caldwell and Nampa, along with the inter-county service, were implemented in March 2005.

VRT’s long range plan, **Valleyconnect** was adopted in August of 2011 and establishes a vision of the comprehensive alternative transportation system needed, given the growth projections and regional and local land use and road plans. The plan is intended to serve as a guide to the region as individual components are implemented to ensure that each piece builds logically toward the complete system.

Valleyconnect identifies transportation options, other than driving alone, that are currently available in Ada and Canyon counties, and future transportation options. It also documents the information network to help customers use these services.



6.6.1 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.)

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.

6.6.2 Paratransit & Other Ride Services

Valley Regional Transit (VRT) operates a Para transit 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.

6.7 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.

Nampa's on-street bicycle facilities are in their beginning stage. In 2011 the first city on-street bicycle facility project was completed. This project included a bicycle boulevard along 18th Ave South from the railroad to Roosevelt Ave. This was the first of many on-street bicycle facilities identified for development in the newly adopted Nampa Bicycle and Pedestrian Master Plan.

6.8 NAMPA MUNICIPAL AIRPORT

Constructed in the late 1920s, the Nampa Municipal Airport is located on 243 city owned acres in northeast Nampa. A single runway, 5,000 feet by 75 feet accommodates an estimated 72,000 annual operations (2008) and over 330 based aircraft. Presently, 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. Adjoining land uses must be compatible with the airport.



AERIAL IMAGERY BY IDAHO AIRSHIPS, INC.

6.9 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. Nampa has 26 trucking companies, which 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 that moves to, through and from the city by both trucks and rail cars.

6.9.1 Truck Routes

COMPASS, with significant cooperation and participation from ITD, completed a 2008 study of freight movement in the Treasure Valley: *Treasure Valley Truck Freight Study*. The primary reason for this project was to collect local data and understand impacts of truck freight on traffic patterns in Southwest Idaho.

The COMPASS study documents several general conclusions about commercial truck freight movement to, from, and through the City of Nampa. The types of trucks traveling through the study area on major highways are mainly 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.

In addition, a county landfill is located just southwest of Nampa at the west end of Missouri Ave. Truck trips from the urban areas to the landfill are numerous. Farm trucks carrying sugar beets and other agricultural products travel from agricultural portions of Canyon County to the processing factory in north Nampa. A second significant agricultural freight movement consists of milk trucks carrying milk from regional dairies to the cheese factory on Franklin Road. Unlike other agricultural products, this is a year-round movement of heavy semi-trucks.

6.9.2 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 in Nampa are owned by Union Pacific Railroad.

6.10 OPERATIONS AND 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 as they create residential and business subdivision and transfers from other transportation agencies to the City of Nampa. Annually, the Public Works Department must maintain and operate this constantly-growing asset.

6.10.1 Roadway Maintenance:

6.10.1.1 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: 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.

6.10.1.2 Roadways Built by Development

Nearly 150 miles of new roadway have been constructed in the City since 2000 by developers. All are ultimately turned over to the City for maintenance and operations. Typically, these come to the City as new asphalt-paved roadways. Initial maintenance of the street surface is minimal, but other maintenance considerations begin immediately.

6.10.1.3 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.

6.10.1.4 Other Maintenance Services

Other services provided by the City of Nampa Public Works Department is to maintain City roadways 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.

6.11 ROADWAY OPERATIONS

6.11.1 Access Management

The term “access management” refers to a number of systematic controls of the location and design of intersections (including driveways) along a roadway to help enhance a roadway’s safety and ability to move vehicular 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.

6.11.2 Permitting

A permit would be required whenever a new driveway or street connection is proposed on a City Road, whenever an existing driveway is proposed to be modified (widened, channelized, relocated, etc.) whenever 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).

6.11.3 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, shift trips from auto to other modes (public transit improvements, bike/pedestrian) and add capacity (addition of general purpose lanes).

As part of the CMP, locations that meet the following three characteristics are identified: 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.

6.11.4 Traffic Calming

Traffic calming projects generally attempt to reduce vehicle speeds, improving safety and enhancing quality of life by using infrastructure to change driver behaviors. Traffic calming is a balance of personal safety against regional mobility needs and the ability to preserve a route. Traffic calming should reduce the requirement for Police enforcement while employing a two-phase approach utilizing education as a passive measure and also employing the physical measures. Examples may include interactive message boards, roundabouts, diverters, speed tables, landscape islands, narrow 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.

6.11.5 Lighting

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

6.12 EXISTING TRANSPORTATION PLANS AND DESIGN STANDARDS

The transportation cycle begins when a change in land use generates more traffic. Service generally deteriorates as traffic increases. Citizens begin to complain to elected officials about how long they had to wait at a signal, make a turn or cross an intersection. At some point, improvements are made; a turning lane or roundabout or traffic signal is added at a busy intersection, a street is widened, a bridge is replaced. But the improvements increase the accessibility of the area, generating a demand for more intense land use, which generates more traffic, which starts the cycle again.

The cycle of land use change, deteriorating service, and improvements followed by further land use change can happen anywhere and does happen everywhere. The impact of one small subdivision in the city that has streets that were never plowed before may be just as dramatic as the impact of a major commercial development on the fringe of a city. A community's transportation system is part of the framework within which its economy functions. A comprehensive plan that addresses economic development must include an effort to ensure access via all available transportation modes.

6.13 REGIONAL PLANNING

The Community Planning Association of Southwest Idaho (COMPASS) is an association of local governments working together to plan for the transportation future of the region. The agency conducts this work as the Metropolitan Planning Organization (MPO) for northern Ada County and Canyon County. COMPASS coordinates developing the region's Long Range Transportation Plan (currently known as *Communities in Motion 2035*) and the annually-updated Five-Year Transportation Improvement Program that prioritizes federal transportation funding. Major partners in COMPASS' efforts include ITD, Valley Regional Transit and COMPASS member agencies such as the City of Nampa.

Other plans should be mentioned:

- a. Communities in Motion and
- b. VRT's Long Range Plan

Valley Regional Transit, COMPASS, and participating members completed initial phases of a Treasure Valley High Capacity Transit Study in 2009. This study addressed public concern to manage the increase in travel demand in the I-84 travel shed, as well as expand mobility choices. Discussion about regional bus or light-rail rapid transit in the Treasure Valley is a long-standing topic – at least since the Boise Interurban Railroad was established early in the 20th century. More recently, for example, the *Communities in Motion (CIM)* regional transportation plan adopted in 2006 identified the need for bus or rail transit using the Boise Cutoff railroad alignment as an opportunity to improve transit service to the valley and focus transit-supportive land use around station areas.

In response, the Treasure Valley High Capacity Transit Study analyzed multiple transit strategy alternatives including multiple bus and rail modes as well as alternative corridor routes. It analyzed the Boise Cutoff rail corridor for existing conditions, right of way acquisition needs and strategies, estimated costs, and projected benefits for reducing traffic demand on existing roadway corridors. The study recommends four primary alternatives including one using light-rail, and three using Bus Rapid Transit. These alternatives are recommended for detailed analysis in the next phases of the process.

6.14 NAMPA SPECIFIC PLANNING TOOLS

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.

6.14.1 Nampa Citywide Transportation Plan and Future Capacity Needs

The *2011 Nampa Citywide Transportation Plan* identifies traffic volume forecasts for each arterial roadway in the Nampa study area for the years 2010-2035 and was compared to the traffic volume thresholds. Arterial roadways and intersections that were identified as being in need of improvement were based on the capacity analysis results. Overall, the analysis identified approximately 122 miles of arterial roadway improvements and 120 intersections for improvements.

Approximately 22.5 miles of arterial roadway and 56 intersections were identified as either currently deficient or likely to become deficient between now and 2019. Approximately 99 miles of arterial roadway and 45 intersections were identified to become deficient between 2020 and 2035.

Additionally, 81 community-based needs were identified. Community-based needs are transportation improvements identified by members of the Community Advisory Board (CAC) and other stakeholders. Many of the needs identified were related to bicycle, pedestrian and public transportation modes. It was assumed that the needs identified by the community were all existing needs. See the *2011 Nampa Citywide Transportation Plan* for a complete analysis of needed improvements.

6.14.2 Nampa Bike and Pedestrian Master Plan

As a result of consistent public demand to plan for and develop bicycle and pedestrian infrastructure in Nampa the first Nampa Bicycle and Pedestrian Master Plan was adopted in September of 2011. A high-quality non-motorized transportation network is the hallmark of desirable communities that are pleasant to live, work, and play in. Nampa has been taking incremental steps over the past 15+ years to increase walking and biking opportunities.

The Bicycle and Pedestrian Master Plan accommodates a wide range of users including pedestrians, bicyclists, and persons with mobility impairments. The plan calls for the first extensive on-street bicycle network that will appeal to riders of various ages and skills. The on-street facilities range from bicycle boulevards (27+ miles) on residential streets to bike lanes (32+ miles) on busy arterials. Gaps in the sidewalk network (178 miles) and pathway system (over 5 miles) have been identified and prioritized for infill. A substantial signage system has been proposed for the Wilson Pathway from the Lone Star and Middleton Road intersection to the Stoddard Pathway (near Locust Land and Southside Boulevard).



The design standards and guidelines in the plan will allow the various users to safely enjoy the pathways and on-street bicycle system, navigate the system and enjoy amenities along the way. The design standards and guidelines will also assist the City with the development of future pedestrian and bicycle facilities and ensure facilities are built and maintained to maximize the life-span of the facilities.

In short, the plan creates a cohesive, integrated, non-motorized transportation network that connects to the regional non-motorized transportation system. When implemented, the facilities will encourage Nampa residents and visitors to add “foot power” to their transportation mode choices.

6.14.3 Safe Routes to School

The decline in walking and bicycling has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.

The purpose of the Safe Routes to School (SRTS) Program is to address these issues head on. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

The Transportation's Federal Highway Administration (FHWA) Program was created by Section 1404 the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act* (SAFETEA-LU). The SRTS Program is funded at \$612 million over 5 Federal fiscal years (FY 2005-2009) and is to be administered by State Departments of Transportation (DOTs). These funds may be extended to future fiscal years.

The Program provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2-miles) of primary and middle schools (Grades K-8).

Each state administers its own program and develops its own procedures to solicit and select projects for funding. 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).

6.15 AIRPORT MASTER PLAN

The Nampa Municipal Airport Master Plan – 2008 was formally adopted by the Nampa City Council in late 2010. This plan identifies existing conditions, forecasts growth and demand for the facility, identifies land use issues and solutions, recommends new layout designs, and outlines funding sources.

According to the update, it is expected that there will be a 2.7 percent growth in aircrafts based at the airport over the next 20 years using the 2008 base number of 330. Market area demographic trends indicate that the airport is likely to outpace state and national growth in general aviation. Based aircraft are expected to increase from 330 in 2008 to 562 by 2028. The airport will also see an increase in the number of operations. By the end of 2030 approximately 130,000 operations are projected to occur (See Table 3.20 of the Municipal Airport Master Plan Update). The plan recommends expansion of the runway and land acquisition for more industrial park development to meet the expected 2028 demands.

The Plan recommends that a minimum of approximately 26 acres be set aside for new aeronautical land (Section 5.3.3, *Municipal Airport Master Plan Update*). The Exhibit 6-2 is a description of the proposed land use alternatives considered in the Plan.

EXHIBIT 6-2 – LAND USE ALTERNATIVES – FUNCTIONAL AREA COMPARATIVE SUMMARY

LAND USE CATEGORY/ FUNCTIONAL AREAS	CONCEPT 1	CONCEPT 2	CONCEPT 3
General Aviation Areas (acres)	31	37	61
Airport Support Areas(acres)	1	54	85
Non-Aviation Commercial/ Industrial Areas (acres)	2	10	12
Total	34	101	158

SOURCE: MUNICIPAL AIRPORT MASTER PLAN UPDATE, KIMLEY-HORN AND ASSOCIATES, INC. 2009.

An airport road corridor study was completed in July 2011 to determine demand and the appropriate route for a corridor connecting Ada and Canyon counties near the Nampa Airport.

6.16 FUNDING PLANS

6.16.1 Transportation Improvement Program (TIP)

The Nampa Urbanized Area Transportation Improvement Program (TIP) is a short-range (3-5 year) capital improvement program (or budget) of transportation projects consistent with federal regulations and the area's policies and strategies. The State Transportation Improvement Program (STIP) is the state's short-range capital improvement counterpart to the TIP. Both the TIP and STIP must contain consistent information about transportation projects. They also must be consistent with any long-range transportation plans developed for the area.

The TIP is developed through a cooperative process led by COMPASS. 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).

6.16.2 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 signaling 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*).

6.16.3 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 the freedom to vote on such an option, but there has recently been discussion to consider such a change.

6.17 TRAFFIC IMPACT STUDIES

Traffic Impact Studies (TISs) are often required before the City approves new developments. 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 *2011 Nampa Citywide Transportation Plan*.

6.18 DOWNTOWN NAMPA TRAFFIC ALTERNATIVES ANALYSIS

The Nampa Development Corporation (NDC) has reviewed improvements to Downtown Nampa traffic patterns to increase redevelopment opportunities and reduce the amount of regional traffic (e.g. truck traffic) through the area. An analysis of traffic alternatives and associated roadway improvements was conducted specific to the current and future needs of Downtown Nampa as part of the *2011 Nampa Citywide Transportation Plan*.

Possible transportation solutions were discussed with the NDC Board at a workshop held in July 2009 to help identify traffic alternatives. A survey was given to board members as part of the workshop to help establish transportation priorities specific to Downtown Nampa. The survey asked board members to consider the following comments about Downtown Nampa's transportation system:

- a. Make streets more pedestrian and bicycle friendly;
- b. Provide a public downtown circulator;
- c. Reduce congestion;
- d. Remove non-delivery truck traffic;
- e. Connect to a regional, high-capacity transit system; and
- f. Facilitate convenient parking

A similar survey was made available to the general public after the NDC Board Workshop. Overall, the survey results provided a set of high, moderate, and low transportation priorities for Downtown Nampa.

Specifically the priorities were:

- a. High Priorities;
- b. Facilitate convenient parking.
- c. Make streets more pedestrian and bike friendly.
- d. Connect regional high-capacity transit system.
- e. Moderate Priorities; and
- f. Reduce non-delivery truck traffic.
- g. Reduce congestion.
- h. Low Priorities
- i. Provide a public downtown circulator.

City leaders will be able to utilize this analysis to facilitate connectivity, channel truck traffic away from downtown, improve traffic flow, and enhance economic development in the downtown.

6.19 PARKING

Many concerns were expressed about the current and future needs for parking in the downtown. A complete downtown parking management plan needs to be developed to address the current and future needs and concerns over parking.

6.20 CURRENT AND FUTURE TRANSPORTATION ISSUES

6.20.1 Community Needs and Concerns

During the comprehensive plan process, various community meetings and workshops were conducted. General comments from the public process included:

- a. Create walkable neighborhoods;
- b. Fill gaps in the existing sidewalk system;
- c. Coordinate pathway/bike routes with neighboring cities;
- d. Update and repair sidewalks;
- e. Expand public transportation;
- f. Expand Nampa's transportation choices;
- g. Support light rail system from Nampa to Boise;
- h. Provide safer roadways;
- i. Adopt a "complete streets" policy; and
- j. Provide a comprehensive traffic plan to reduce bottlenecks and accidents.

6.21 COMMUNITY ADVISORY COMMITTEE PRIORITIES

A Nampa Community Advisory Committee was formed to assist in the development of the *2011 Nampa Citywide Transportation Plan*. Some of the initial issues expressed by the Nampa Community Advisory Committee include:

- a. More traffic signals/less STOP controlled intersections integrate the plans with anticipated growth;
- b. Improvements needed to facilitate agricultural and intermodal freight movements;
- c. Improvements needed for the collector roadway network;
- d. Modifications to Nampa's development impact fee program to assure that future growth and development adequately fund the capacity needs of Nampa's transportation system;
- e. Mitigation of traffic congestion;
- f. Roadway capacity;
- g. Congestion management;
- h. Intersection capacity;
- i. Bicycle lanes, sidewalks, and crosswalks; and
- j. Maintenance of existing roads and sidewalks.

6.22 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.

6.23 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.

6.24 CONNECTIVITY

6.24.1 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.

6.24.2 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. COMPASS's regional travel demand model includes only a small number of collectors.

Therefore 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.

6.25 FUTURE TRANSPORTATION FUNDING

Nampa's current development impact fee ordinance is limited in scope when compared to the one in place in neighboring Ada County. This is due in part to the fact Nampa did not have a CIP that adequately identified current and future deficiencies in the transportation system. Nampa's transportation plans should be used to identify how to revise the impact fee ordinance to ensure that growth addresses the increasing demands on the transportation network. A clear understanding of the current and future needs for roadway expansion and clarity of the resource demands to maintain that current and future network is the first step for quantifying the City's deficient funding for the network. Pursuing funding and identifying the critical priority for funding roadway expansion and maintenance will be an important initiative the City will need to explore and communicate in the coming years.

GOAL 1: Develop and maintain a coordinated and balanced transportation system that provides a variety of choices among transportation modes, including automobile, public transit, air, bicycle and pedestrian.

OBJECTIVES AND STRATEGIES FOR CREATING A BALANCED AND EFFICIENT TRANSPORTATION SYSTEM

OBJECTIVE 1: Plan for and provide a balanced and efficient transportation network that offers realistic and viable alternatives to automobile travel and maximizes use of existing transportation investments (such as investments in public transit, roadway infrastructure, etc.).

STRATEGY 1: Work closely with the Idaho Transportation Department (ITD) and the Community Planning Association of Southwest Idaho (COMPASS) to develop a long-range regional land use and transportation plan every four years.

- STRATEGY 2: Ensure coordination and consistency between the City of Nampa's Comprehensive Plan and COMPASS' long-range regional transportation plan and Valley Regional Transit's public transit plan.
- STRATEGY 3: Ensure transportation infrastructure promotes land use patterns that encourage sustainable use of resources and reduces demands on natural resources.

OBJECTIVES AND STRATEGIES FOR LAND USE & TRANSPORTATION SYSTEM COORDINATION

- OBJECTIVE 2: Provide and improve transportation infrastructure - such as roadways, sidewalks, etc., in coordination with redevelopment projects and new development in a manner that fosters compact urban development patterns in accordance with the Land Use chapter.
- STRATEGY 1: Promote compact development, which will allow for bicycling, walking and public transit in order to provide more effective transportation alternatives.
- STRATEGY 2: Implement compact and contiguous growth throughout the City of Nampa and maximize efficiency of the existing street network and street capacity.
- STRATEGY 3: Coordinate goals so that Nampa's Comprehensive Plan and COMPASS' long range transportation plan are consistent with each other.

OBJECTIVES AND STRATEGIES FOR THE ROADWAY SYSTEM

- OBJECTIVE 3: Work with ITD, Canyon County's Highway Districts, and COMPASS to fund, maintain and develop a fully functional transportation street system that ensures:
- a. Safe and efficient movement of people, goods and services, and that is designed in a manner that utilizes all modes of transportation;
 - b. Efficient and cost-effective use of public resources in maintaining existing and constructing new streets; and
 - c. Minimal negative impacts to the community.
- STRATEGY 1: Work with the regional transportation and planning agencies, such as ITD and COMPASS, to ensure consistency with the regional and state roadway functional classification system.
- STRATEGY 2: Develop circulator systems in concentrated activity centers to enable people to meet their mobility needs and expand transportation options by using the circulator rather than driving.
- STRATEGY 3: Ensure that new arterial and collector streets (primarily in new neighborhoods) are constructed to meet transportation needs in growing areas of the City.
- STRATEGY 4: Ensure development adherence to the functional classification designations.
- STRATEGY 5: Work with appropriate agencies to review possible impacts to the City regarding jurisdictional transfers.

- STRATEGY 6: Continue to utilize and regularly update jurisdictional transfer agreements between the City and the two highway districts.
- STRATEGY 7: Provide reasonable criteria and standards for roadway and intersection designs that are based on functionality, context, and future capacity needs.
- STRATEGY 8: Develop a hierarchy of City of Nampa bicycle corridors for use in making roadway infrastructure decisions.
- a. Inventory, classify and appropriately sign and mark the function of bicycle corridors that would provide bicycle mobility, similar to a roadway functional classification.
 - b. Bicycle corridors should be classified to help prioritize bicycle facility improvements.

OBJECTIVES AND STRATEGIES FOR TRAFFIC MANAGEMENT

- OBJECTIVE 4: Alleviate traffic congestion, where appropriate, in a manner that improves traffic flow and minimizes travel delays, minimizes the impacts on adjacent land uses and neighborhoods, and does not degrade the safety of users of any modes of transportation moving along or across the corridor.
- STRATEGY 1: Work with COMPASS to refine and update the regional travel demand forecasting model, as appropriate, and use the model as a tool for managing future traffic (and roadway infrastructure decisions).
- STRATEGY 2: Ensure that the travel demand forecasting model is consistent with the current COMPASS and any future City of Nampa traffic simulation models.
- STRATEGY 3: Design and maintain the roadway system in a manner that minimizes neighborhood impacts.
- STRATEGY 4: Seek specific capacity improvements and other traffic management treatments that minimize negative impacts on neighborhoods (examples include planting buffers with street trees, using roundabouts where appropriate, etc.).
- STRATEGY 5: Consider adding lanes to increase roadway capacity on City roadways only after the effect on downstream traffic conditions and all other alternative approaches have been considered including enhancing other transportation modes and engineering-oriented roadway improvements such as restricting driveway access, eliminating cross roads and adding turn lanes.
- STRATEGY 6: Use transportation system management (TSM) strategies to improve traffic flow, where appropriate, and where it does not degrade the safety of users of any modes of transportation moving along or across the corridor.
- STRATEGY 7: TSM measures include traffic signal control systems, Intelligent Transportation System (ITS) technologies (such as real-time traffic and parking information along roadways), intersection improvements, channelization (such as dedicated turn lanes), and access management techniques.

- STRATEGY 8: Ensure adherence to and the regular update of the City’s access management plan.
- STRATEGY 9: Consider retrofitting streets with excess capacity to provide improved pedestrian and bicycle access and connections.
- STRATEGY 10: Where feasible, consider the conversion of two-way streets to one-way streets and the use of two-way left turn lanes.
- STRATEGY 11: Consider a parkway design for arterial streets, which utilize narrower lane widths, incorporate street trees (to provide a barrier between moving traffic and pedestrians), use narrower sight lines to calm traffic and create an appealing streetscape.
- STRATEGY 12: Consider and evaluate the movement of pedestrians and bicyclists along and across roadways when undertaking roadway capacity expansion to assure that safety will not be compromised.
- STRATEGY 13: Improve intersection, access control and congestion management services in areas described in the *2011 Nampa Citywide Transportation Plan*.

OBJECTIVES AND STRATEGIES FOR LOCAL STREET DESIGN

- OBJECTIVE 5: Design neighborhood streets in a manner that accommodates all modes of transportation – including automobile, public transit, bicycle, and pedestrian travel – and limits the impacts of motor vehicle traffic on neighborhoods.
- STRATEGY 1: Design new and existing local streets that provide for traffic movement, while ensuring a safe and attractive pedestrian- and bicycle-friendly neighborhood environment.
- STRATEGY 2: Consider long-term street maintenance and availability of funds, when designing local streets.
- STRATEGY 3: Ensure that the design of local streets is consistent with all applicable City street standards.
- STRATEGY 4: Consider traffic calming improvements and strategies for use on local streets that will encourage pedestrian travel, bicycle travel and the use of public transit.
- STRATEGY 5: Utilize traffic calming strategies in places where excessive speeding is a problem and emergency vehicle traffic and public transit service will not be negatively affected.
- STRATEGY 6: City Traffic Engineering should work closely with NNU and neighborhoods to develop and implement safety enhancements that ease conflicts between traffic and pedestrians at key locations throughout the NNU campus and in City neighborhoods.
- STRATEGY 7: Identify the University District through increased signage, establishing crosswalks, constructing sidewalks, and adding bicycle lanes.

OBJECTIVES AND STRATEGIES FOR CREATING TRANSPORTATION CHOICES

OBJECTIVE 6: Provide more transportation choices.

- STRATEGY 1:** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- STRATEGY 2:** Develop and maintain a transportation system that supports new and existing residential, employment, commercial and recreation areas, preserves and enhances neighborhood livability for City of Nampa residents, while providing for the safe, efficient and effective movement of people, goods and services.
- STRATEGY 3:** Encourage the development of mixed-use activity centers throughout the City that are supportive of alternative transportation modes.

OBJECTIVES AND STRATEGIES FOR MULTI-MODEL TRANSPORTATION

OBJECTIVE 7: Promote a multi-modal transportation system that encourages economic health and community vitality.

- STRATEGY 1:** Enhance and promote the use of bicycles and walking as viable forms of transportation by providing safe public facilities, including multi-use pathways, bicycle routes, bicycle lanes, and sidewalks.
- STRATEGY 2:** Enhance transportation options and provide facilities that allow passengers to transfer easily and safely from one mode of transportation to another (e.g., biking to bus service).
- STRATEGY 3:** Ensure that development occurs in a manner that maintains the function and safety of the road network in the area.
- STRATEGY 4:** Provide affordable and accessible public transportation to important destinations.
- STRATEGY 5:** Enhance transportation options, including freight and air service, to support business development, while preserving the integrity of existing communities.
- STRATEGY 6:** Promote a transportation system that supports nodal, compact development patterns and reduces negative environmental impacts.
- STRATEGY 7:** Encourage a mixture of land uses in areas that helps foster a transportation environment that allows numerous transportation modes to interact effectively.
- STRATEGY 8:** In new neighborhoods, plan and construct a pattern of streets, sidewalks, bicycle facilities and public transit facilities, that maximizes the connectivity of land uses within and outside neighborhoods.

- STRATEGY 9: Concentrate infill and redevelopment projects along transit corridors and other appropriate redevelopment areas, in order to allow for more efficient and effective provision of transit services.
- STRATEGY 10: In neighborhoods where there is an aging infrastructure, support the upgrade of infrastructure that is functional and provides livability within the neighborhood, particularly near the downtown and other major employment areas.
- STRATEGY 11: Maintain the desirability of neighborhoods in order to encourage more employees to consider living and working close to downtown and other employment centers.
- STRATEGY 12: Encourage redevelopment to occur in a manner that is integrated with the various components of the transportation system.
- STRATEGY 13: Coordinate/direct industrial traffic away from downtown and neighborhood centers.

OBJECTIVES AND STRATEGIES FOR TRANSPORTATION DEMAND MANAGEMENT (TDM)

- OBJECTIVE 8: Utilize Transportation Demand Management (TDM) measures, as part of a comprehensive City-wide strategy to enhance the desirability of non single-occupancy vehicle (SOV) - based transportation modes.
- STRATEGY 1: The formation of Transportation Management Associations (TMAs) should be considered, where appropriate, as a mechanism to organize individual employers and administer TDM initiatives.
- STRATEGY 2: Develop strategies that change travel behavior (how, when and where people travel) in order to increase transport system efficiency and achieve specific planning objectives.
- STRATEGY 3: Develop Transportation Management Associations, where appropriate, as a mechanism to organize individual employers and administer TDM initiatives.
- STRATEGY 4: Create an incentive program for City employees rewarding them for using alternative forms of transportation for commuting. Promote use of the City Rideshare and Carpool programs and coordinate these efforts with the other major public sector employers in the City including the University, County, and State. Other modes of transportation include, bicycling, walking, and others.
- STRATEGY 5: Promote alternatives to the automobile through financial incentives, education campaigns on riding transit, bicycling, car-sharing programs, organizations that develop transportation management for employers and other programs to help employers encourage alternatives to the automobile.
- STRATEGY 6: Encourage the use of transportation demand measures in Transit Oriented Developments for new neighborhoods, commercial and business districts.

STRATEGY 7: Consider developing TDM standards, perhaps basing them on the US EPA National Standard for Excellence, as indicated in the note above for Strategy 2, for new development and redevelopment.

OBJECTIVES AND STRATEGIES FOR PUBLIC TRANSIT

OBJECTIVE 9: Implement a variety of accessible public transit services throughout the City of Nampa (including connections to surrounding municipalities and other major activity centers), in an efficient and effective manner.

STRATEGY 1: Implement transit services in a manner that endeavors to increase system-wide ridership, reduce the cost per trip to provide transit services and help to increase revenues for VRT operations.

STRATEGY 2: Utilize appropriate land use densities and parking policies to increase feasibility of providing more transit service during peak travel periods, with headways no greater than 30 minutes.

STRATEGY 3: Provide adequate funding levels, through Valley Regional Transit (VRT) and other public and/or private funding sources, to implement transit services throughout the VRT metropolitan area (consistent with VRT plans and route objectives).

- a. Support alternative funding opportunities, such as local option tax for transit.
- b. Maintain existing mobility and transportation services and programs based on performance measures established by local communities and by applicants in their funding applications.

STRATEGY 4: Create a strong public transit linkage to land use and future land use planning activities.

STRATEGY 5: Create a more transit-friendly environment.

STRATEGY 6: As funding is available, extend public transit routes to areas of new growth, including new employment and residential developments, and establish transit corridors where higher-density development is encouraged in an effort to provide a strong public transit ridership base.

- a. Evaluate how new developments are served and how the form of new developments and their transit users affect the provision of transit services.
- b. Transit routes may require restructuring in some areas to help make transit services in these areas more viable.
- c. To the extent possible, establish transit service in newly developing areas, so that future residents can establish transit-oriented commuting patterns.

STRATEGY 7: Integrate transit hubs and transfer stations into TOD areas and activity a center as development and redevelopment occurs throughout the City.

- STRATEGY 8:** Conduct periodic transit route restructuring analyses.
- a. Conduct a route assessment that will analyze existing and future route design and the role of transfer points in the transit system, including a detailed analysis of the effectiveness of transit routes (by route segment), and an evaluation of ridership levels.
 - b. The transit route assessment should utilize a boarding (riders getting on the bus) and alighting (riders departing the bus) survey and an evaluation of transit service markets using demographic, employment and land use data.
- STRATEGY 9:** Identify opportunities to create new off-street transportation corridors.
- a. Consider the use of the railroad corridors for numerous transportation modes—such as passenger rail service, bus transit service, bicycle transportation, pedestrian transportation or other multi-use transportation functions.
 - b. Work with Canyon County, the COMPASS, NNU and the City of Caldwell to conduct an inventory of railroad corridors within the City and Canyon County and develop a long-range plan for their use.
 - c. Preserve abandoned railroad right-of- way, where appropriate.
 - d. Work to obtain abandoned rail lines for use as pedestrian/bicycle pathways or for other future transportation purposes.
 - e. Active railroad corridors should also be considered for shared transportation uses, where appropriate.
- STRATEGY 10:** Valley Regional Transit (VRT) should continue to develop a long-range transit service plan in close collaboration with the City of Nampa.
- STRATEGY 11:** Continue to make improvements to VRT transit services that help persons with disabilities utilize regular fixed-route services.
- STRATEGY 12:** VRT should enhance transit services that attract ridership from those who own their own vehicles (i.e., “choice” riders), particularly in the downtown and other large employment areas, where parking supplies may be limited and/or costly to provide.
- STRATEGY 13:** Continue parking/park-and-ride management plan as a means to help improve the viability and effectiveness of public transit services in the City.
- STRATEGY 14:** Support a the development of a long-term transportation system vision for public transit system that utilizes several transit modes, including commuter rail, electric streetcars, express bus services, park-and-ride lots and improvements to local bus service that will serve communities in Canyon and Ada Counties.
- STRATEGY 15:** Ensure that local passenger rail station can be utilizes areas receive high priority for future rail service

- STRATEGY 16:** Support the coordination of mobility and transportation services and programs for all citizens.
- a. Increase operation assistance/marketing and coordination support for transportation and mobility services for all groups; including, but not limited to, the elderly/seniors, disabled, youth, low income, non-drivers, and refugee populations.
 - b. Improve youth/student access and safe transportation to community activities and services.

OBJECTIVES AND STRATEGIES FOR ADA PARATRANSIT SERVICE

- OBJECTIVE 10:** Ensure that quality Americans with Disabilities Act (ADA) paratransit services are provided to persons who cannot utilize available fixed-route accessible bus services.
- STRATEGY 1:** Ensure that VRT and other providers provide quality ADA paratransit service.
- STRATEGY 2:** VRT should continue to evaluate the performance and service provided by contractors, and work to improve those services.
- STRATEGY 3:** VRT should continue to explore strategies for providing cost effective transit service to persons with disabilities, as ADA paratransit services are generally much more expensive to provide and should continue to purchase low-floor buses when replacing or expanding its fleet.
- STRATEGY 4:** The City should aspire to provide VRT paratransit service to new residential developments above the ADA minimums, so that accessible housing can be served by accessible transit as early as is feasible.

OBJECTIVES AND STRATEGIES FOR INTERCITY BUS SERVICE

- OBJECTIVE 11:** Maintain the provision of intercity bus service to and from the City of Nampa.
- STRATEGY 1:** Work with VRT to ensure that the needs of intercity services are in its transportation decision-making strategies, such as the siting of transit stations and bus staging areas.

OBJECTIVES AND STRATEGIES FOR PEDESTRIAN ACCESSIBILITY AND THE WALKING ENVIRONMENT.

- OBJECTIVE 12:** Improve pedestrian connections among land uses in the City to create a continuous and seamless pedestrian system, and to enhance the walkability and pedestrian environment of the City.
- STRATEGY 1:** Sidewalks should be provided on all new streets in all new subdivisions.
- STRATEGY 2:** Maintain, update and implement a pedestrian system plan (Transportation Plan for Nampa, Idaho; December 2010) to identify and prioritize sidewalk needs (examples include pedestrian ramps, crosswalk enhancements, etc.). An implementation program for funding pedestrian improvements in existing neighborhoods should continue to be used.

- STRATEGY 3:** Work closely with the Northwest Nazarene University and the surrounding neighborhood to identify priorities and implement enhancements in the NNU campus area and in City neighborhoods.
- STRATEGY 4:** To enhance pedestrian comfort and create a more pedestrian-oriented environment, encourage a mix of land uses and densities, high quality design of the built environment, and pedestrian-scale streetscapes.
- STRATEGY 5:** Improve and enhance the pedestrian connections between buildings within development areas, utilizing pedestrian amenities such as trees, planters, street furniture, awnings, building windows, etc.
- STRATEGY 6:** Utilize traffic calming techniques and strategies in high pedestrian activity areas, such as schools and parks, using a Neighborhood Traffic Management program.
- a. Identify priority areas for the possible use of traffic calming strategies in a sidewalk system plan.
 - b. Consider the use of in-street “yield to pedestrian” signs in neighborhood business districts.
- STRATEGY 7:** Enhance the pedestrian environment and pedestrian connections throughout the City of Nampa.
- a. Encourage a scale of development and variety of land uses that make walking an attractive alternative to other means of travel.
 - b. Utilize streetscapes and other creative pedestrian crossing improvements to enhance pedestrian safety and security, and improve the overall pedestrian environment in the City.
- STRATEGY 8:** Identify existing and potential barriers to pedestrian mobility, (such as highways without adequate crossing facilities, cul-de-sacs and other nontraditional street designs such as L-shaped streets) and prioritize locations where improvements are most needed.
- STRATEGY 9:** Construct new crossings or connections to link areas within neighborhoods, including sidewalks that link the ends of cul-de-sacs to one another.
- STRATEGY 10:** New developments should include walkways that create a grid pattern for pedestrians at locations where cul-de-sacs and other non-traditional street designs fail to provide direct routes along a roadway sidewalk.
- STRATEGY 11:** Identify barriers to pedestrian mobility for users of the pedestrian system with special needs (such as elderly populations and wheelchair users) and prioritize locations where improvements are most needed.
- a. Such improvements could include pedestrian ramps and special crossing accommodations.
 - b. Ensure that the design and maintenance of pedestrian facilities take into account these special needs.

- STRATEGY 12: Maintain sidewalks and walkways for year-round use.
- a. Enforce sidewalk snow removal and maintenance ordinances, as appropriate.
 - b. Ensure adequate snow removal at transit boarding pads, and at areas connecting to and within transit shelters.

OBJECTIVES AND STRATEGIES FOR THE BICYCLE SYSTEM AND FACILITIES

- OBJECTIVE 13: Provide for a continuous and interconnected bicycle route and trail network that is viable, convenient, and safe, and a system that will encourage both commuter and recreational bicycling.
- STRATEGY 1: Work with Canyon County, the Idaho Transportation Department and COMPASS to implement the City's Bicycle and Pedestrian Master Plan of 2011.
- STRATEGY 2: Integrate on-street bicycle lanes as part of roadway construction and reconstruction projects.
- STRATEGY 3: On-street bicycle routes and lanes should have striping and signing, as appropriate.
- STRATEGY 4: Ensure that the City of Nampa's bicycle facility planning is closely coordinated with that of the NNU.
- STRATEGY 5: Ensure that bicycle facilities are adequately planned for as part of Nampa's detailed neighborhood development planning processes.
- a. Ensure that these planned bicycle facilities provide for good connectivity within and between neighborhoods.
 - b. Special attention should be given to areas of the City that may be under-served by on- and off-street bicycle facilities.
- STRATEGY 6: Ensure that bicycle parking facilities within the public right-of-way, within public parking facilities and on development sites are located in appropriate locations (such as near building entrances), are appropriately designed and sized, are located in prominent and convenient public areas and are well-maintained (including adequate snow removal).
- STRATEGY 7: Ensure that development review processes acknowledge bicycle parking and other bicycle facility needs.
- STRATEGY 8: Develop a hierarchy of City of Nampa bicycle corridors for use in making roadway infrastructure decisions.
- STRATEGY 9: Bicycle corridors should be inventoried and classified for their function in providing bicycle mobility, similar to a roadway functional classification. This classification system should be used to help prioritize bicycle facility improvements.

- STRATEGY 10: Provide high quality bicycle route and bicycle facility linkages among recommended high-intensity activity centers (such as TODs and other areas of high trip generation) and transit hubs/stations. Ensure that adequate bicycle parking facilities are located at TODs and transit hubs/stations.
- STRATEGY 11: Ensure that bicycle facilities are planned in a manner that ensures safe and convenient pedestrian and bicycle access to schools.
- STRATEGY 12: The City should encourage school designs and the transportation facilities that serve them (through financial incentives and other means), that afford safe and convenient non-motorized transportation access for students.
- STRATEGY 13: Ensure that adequate wayfinding facilities are included along bicycle routes.
- STRATEGY 14: Identify existing barriers to bicycle mobility, (such as highways without adequate crossings, cul-de-sacs and other non-traditional street designs such as L-shaped streets) and prioritize locations where improvements are most needed.
- STRATEGY 15: New crossings or connections to link areas within neighborhoods (including sidewalks or multiuse paths that link the ends of cul-de-sacs to one another) are important to the community.

OBJECTIVES AND STRATEGIES FOR PATHWAY NETWORKS

- OBJECTIVE 14: Create a comprehensive and continuous citywide network of on-and off-street bicycle routes and pathways that are interconnected with other cities, county and regional pathway systems.
- STRATEGY 1: Identify opportunities to create new off-street multi-use pathways. Consider the shared use of the railroad corridors for numerous transportation modes - such as passenger rail service, bus transit service, bicycle transportation, pedestrian transportation or other multi-use transportation functions.
- a. Special attention should be given to areas of the City that may be underserved by off-street pathways.
 - b. Preserve abandoned railroad right-of-way, where appropriate. Work to obtain abandoned rail lines for use as pedestrian/bicycle pathways or for other future transportation purposes.
- STRATEGY 2: Cooperate with landowners, local municipalities, Canyon County and state agencies to ensure the completion and maintenance of multi-use pathways networks.
- STRATEGY 3: Proactively acquire land or affirmative access easements whenever development or land subdivision occurs along proposed routes.
- STRATEGY 4: Ensure that facilities for bicycling and walking are included as components of newly constructed or reconstructed arterial or collector streets, and local streets, as appropriate.

OBJECTIVES AND STRATEGIES FOR PARKING MANAGEMENT

OBJECTIVE 15: Provide for the construction and maintenance of parking facilities as part of an integrated strategy for urban development and redevelopment.

STRATEGY 1: Consider the desired density of land uses, the need for parking facilities to provide safe and convenient bicycle parking, the availability and desirability of on-street parking, the special parking needs of persons with disabilities and the impacts on the pedestrian environment in future parking planning, management, and parking facility design activities.

STRATEGY 2: Maintain and implement a downtown parking management plan.

STRATEGY 3: The downtown parking management plan should include the following issues:

- a. An inventory and usage survey of all parking facilities, both private and public in the downtown area.
- b. Identify surface parking lots with the potential for future redevelopment;
- c. An assessment of the cost of providing parking (e.g. capital, operation, maintenance, enforcement, etc.) and revenues (e.g., fees and enforcement fines), and a determination of what share of those costs are and should be assessed to users of public parking;
- d. An evaluation of strategies for minimizing parking demand (e.g. encouraging innovative parking pricing programs among downtown employers, transit and carpooling incentives, shared parking programs, etc.), and an evaluation of parking strategies that efficiently allocate the most convenient and desired parking to customers (e.g. pricing, time restrictions); and,
- e. An assessment of the viability of creating additional parking on some downtown streets (for high visibility-parking, calming traffic, and helping to create more street level activity).

STRATEGY 4: Provide parking facilities that can be conveniently accessed by downtown customers and visitors.

- a. The most desirable and convenient parking should be managed to encourage customer and visitor access.
- b. The least convenient parking lots/ramps should be targeted for long term and employee usage.
- c. Institute time limits and pricing policies to ensure higher turnover for short-term parking.

STRATEGY 5: Promote shared parking agreements for compatible uses (e.g. office parking with high demand during the weekdays and entertainment uses with high demand during evenings and weekends), in order to make more efficient use of parking facilities.

STRATEGY 6: On-street parking in residential areas near employment and commercial sites should strike a balance between providing resident parking and providing overflow commercial and employee parking.

- STRATEGY 7:** Implementation strategies that address residential area on-street parking, and allow flexibility for neighborhood-specific situations, may should include:
- a. Institute “resident-only” permit zones; and,
 - b. Institute time-limited on-street parking with residential exemptions.
- STRATEGY 8:** Encourage the provision of on-street parking on all City streets, including new developments, unless special conditions related to public safety or other circumstances warrant parking restrictions.
- STRATEGY 9:** When the downtown parking program is instituted consider the coordination of parking rates and transit fares, so that when transit fares are raised, parking rates are simultaneously increased (as a way to mitigate the potential loss of transit ridership to automobile travel).
- STRATEGY 10:** Increase flexibility with minimum parking requirements to reflect typical daily demand and allow innovative parking provisions.
- a. Explore the use of innovative public and private parking requirements and approaches, including the use of minimum or maximum parking requirements in City ordinances.
 - b. The City should consider continuing to exempt the downtown area from minimum parking requirements.
 - c. The City should also recognize and acknowledge unique situations in the downtown and other parts of the City, and allow for flexibility in parking provision decisions in response to unique circumstances.

OBJECTIVES AND STRATEGIES FOR INTERCITY PASSENGER BUS AND RAIL

- OBJECTIVE 16:** Work with Valley Regional Transit, Union Pacific, and other agencies to provide intercity passenger rail service to and from Nampa.
- STRATEGY 1:** Work with the regional partners to promote and implement interstate passenger rail service in Nampa.
- STRATEGY 2:** Maintain the passenger rail transportation corridor in the City of Nampa and work to identify the appropriate location for an intercity passenger rail station in the City.
- a. Ensure that the rail corridor right-of-way providing access between Nampa and Boise and Caldwell remains intact.
 - b. Support the acquisition of rail corridor right-of-way.
- STRATEGY 3:** Plan for a future passenger rail station that is convenient to downtown, can be integrated with all support transportation (such as taxi, bicycle, pedestrian, Valley Regional Transit, parking, shuttles, etc.) and can serve as a potential activity center for additional redevelopment activities.

OBJECTIVES AND STRATEGIES FOR FREIGHT RAILROADS

- OBJECTIVE 17:** Maintain and improve freight rail access to the City of Nampa and ensure 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.
- STRATEGY 2:** Provide, maintain and enhance freight railroad service in the City of Nampa.
- a. Promote the redevelopment of existing industrial areas that will use and benefit from existing freight railroad corridors.
 - b. Within the development of new neighborhood development plans, locate freight-oriented businesses near existing railroad corridors, as a mechanism to enhance and broaden the economic development base in the City.
- STRATEGY 3:** Work with trucking, rail, and air providers to investigate opportunities to enhance intermodal freight transportation (i.e., two or more freight transportation modes interacting together, such as semi-truck and rail).
- STRATEGY 4:** Investigate changes in freight rail activity (or land uses adjacent to freight rail activity) in order to determine and mitigate potential negative impacts to adjacent residential areas.
- STRATEGY 5:** Rail and intermodal activities located in these locations residential should be moved to areas that are more compatible for freight activity, such as industrial areas of the City.
- STRATEGY 6:** Monitor increases in rail activity and changes in street traffic volumes (for at-grade railroad street crossings), in order to evaluate and mitigate safety risks.
- STRATEGY 7:** Consider the use of the railroad corridors for numerous transportation modes, such as passenger rail service, bus transit service, bicycle transportation, pedestrian transportation or other multi-use transportation functions.

OBJECTIVES AND STRATEGIES FOR AIR TRANSPORTATION

- OBJECTIVE 18:** Support the Nampa Municipal Airport in its efforts to maintain and improve air services including freight transportation by air.
- STRATEGY 1:** Ensure that appropriate transportation support facilities and services are provided.
- STRATEGY 2:** Explore opportunities to improve street and highway access to the Nampa Municipal Airport.
- STRATEGY 3:** Minimize the noise impacts of air service to the City of Nampa's residential areas.

- STRATEGY 4: Consider potential airport noise issues, height limitations and other safety zone issues as they relate to changes in land use in areas near the airport.
- STRATEGY 5: Encourage compatible land uses in areas near the Nampa Municipal Airport, such as warehouses and other industrial development, while discouraging residential uses in these areas.
- STRATEGY 6: Evaluate the impacts of air traffic on residential areas throughout the City.
- STRATEGY 7: Prepare an air traffic management plan to address negative impacts of air service on residential areas, including potential future expansion of airport activities.

OBJECTIVES AND STRATEGIES FOR TRUCK ROUTES

- OBJECTIVE 19: Identify preferred truck routes for the safe and efficient movement of truck traffic within and through the City.
- STRATEGY 1: Minimize the negative impacts of trucks on existing and future residential neighborhoods.
- STRATEGY 2: Develop preferred truck routes that support the current needs of the industrial and agricultural sectors while simultaneously facilitating the City's future land use plans in order to provide access to serve the needs of Nampa businesses and the public.
- a. Identify roadways within the study area that serve as defacto truck routes for the agricultural and rail freight movers.
 - b. Quantify typical and peak season truck traffic volumes on these routes.
- STRATEGY 3: Plan truck routes to improve safety, connectivity, coordination with county/state.
- STRATEGY 4: Designate truck routes in a manner that directs trucks to destinations via the most appropriate roadways, while discouraging travel through residential areas, where possible.
- STRATEGY 5: Design and construct truck routes (and roads used to access industrial areas) to adequately accommodate heavy truck traffic.
- a. Identify existing/potential safety, circulation, and access concerns associated with truck freight traffic.
 - b. Identify any transportation projects and/or strategies that could facilitate freight movements to and through the city.
- STRATEGY 6: Maintain and enforce ordinances that regulate and minimize negative noise and other impacts of trucking on residential neighborhoods, such as ordinances managing engine jake-braking, truck delivery times and vehicle idling.
- STRATEGY 7: Work with trucking, rail and air interests to investigate opportunities to enhance intermodal freight transportation.

OBJECTIVES AND STRATEGIES FOR TRANSIT-ORIENTED DEVELOPMENT (TOD)

OBJECTIVE 20: Encourage transit-oriented development (TOD) at strategic locations in the City as identified in City plans.

STRATEGY 1: Partner with COMPASS, Valley Regional Transit to develop a transit system plans as guides for implementing transit-oriented development in Nampa.

STRATEGY 2: Adopt and implement transit-oriented development plans and standards that address: Land use patterns

- a. Zoning (including building setbacks, development density/intensity);
- b. Building design;
- c. Auto, pedestrian, and bicycle access to the area;
- d. Site design;
- e. Traffic and parking management;
- f. Implementation strategies.

STRATEGY 3: Focus regulatory provisions for transit-oriented developments on creating active, walkable streets. This can be achieved through development of detailed plans that will address the following issues:

- a. Land use; Active streets require a mix of land uses that will generate pedestrian activity. While the mix of uses may vary from TOD to TOD, the land use mix should offer many activities within walking distance and place a range of housing types in close proximity to the transit system. Typically, retail uses should be located on the ground floor of buildings with office and residential uses above. Formal civic and open space uses are also desirable in TODs.
- b. Sidewalks; require bicycle and pedestrian routes on all streets within TODs. In addition, provide interior (i.e. within a development site) walkways and paths to ensure safe and convenient pedestrian mobility.
- c. Building placement and orientation; Orient buildings to the street with minimal or no setbacks from the sidewalk, depending on the established development pattern in the area and the level of “urbanism” desired at the site. Corner buildings are especially important and must “hold the corner” with facades on both streets. Require build-to lines, which create a street wall with consistent building frontages, where appropriate.
- d. Entrances; Provide building entrances that open onto public streets with clear connections to the sidewalk in order to provide convenient access to transit facilities.
- e. Fenestration; Provide windows at the ground level of buildings and with a minimum percentage of glass based on the size of the facade.
- f. Block size; require small blocks in order to create a high level of connectivity that provides a choice of routes for travelers, active walking environments, and the opportunity for diversity in design.
- g. Placement and supply of parking; Prohibit large and highly visible surface parking in TODs, especially in the core areas of TODs. The supply of parking may be reduced from the amount that is typically provided in some instances. Automobile parking should generally be located in the back or sides of buildings, although some minimal parking may be located in the front of

buildings for cause. Bicycle parking facilities within TODs should be located near building entrances and designed and sized appropriately. Parking supply and management should be addressed in the specific special area plan for each TOD.

- h. Street standards; Design street systems to be comfortable for walking. A high degree of street connectivity between the TOD and the local street network is essential. Encourage traffic calming measures such as pedestrian crossings, medians and bulb-outs, and encourage a grid system of streets, small blocks, and alleys.
- i. Building density and intensity; Provide development at relatively high densities that will support transit service, while providing minimum amounts of greenspace in the TOD.
 - 1. Densities in existing TODs around the nation range from under 10 dwelling units per acre to 100 or more units per acre. Seven dwelling units per acre are considered the minimum density for transit service.
 - 2. Development at densities of 30 dwelling units per acre and higher can support both bus and rail transit.
- j. Memorable public spaces; Design TODs to create memorable public and private spaces that attract pedestrians and foster transit use. High quality open spaces, distinctive architecture, and establishment of a landmark/focal activity area can be used to create memorable spaces.

STRATEGY 4: Prepare and adopt transit-oriented development zoning standards in order to foster the implementation of TOD projects.

STRATEGY 5: Use, where TOD zoning is not applicable, the planned unit development zoning process combined with detailed neighborhood development plans and/or site specific special area plans to plan for and implement transit-oriented development projects.

STRATEGY 6: Vary specific development standards for transit-oriented development projects from site to site based on a variety of factors including, but not limited to the:

- a. Type of transit vehicle served by the TOD site;
- b. Frequency of transit service at the site;
- c. Local and regional market for various land uses at the site; and
- d. Existing land use pattern and density in the area around the site.

EXHIBIT 6-3 – TRANSPORTATION IMPLEMENTATION ACTIONS

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
1	Conduct a study to determine the best route for an elevated roadway to connect I-84 to the south side of Nampa which will support the need of growth in South Nampa.	Planning and Public Works	Staff and Consultant
2	Implement a variety of accessible public transit services throughout the City of Nampa (including connections to surrounding municipalities and other major activity centers), in an efficient and effective manner.	Planning and Public Works	Staff and Consultant
3	Improve pedestrian connections among land uses in the City to create a continuous and seamless pedestrian system, and to enhance the walkability and pedestrian environment of the City.	Planning and Public Works	Staff and Consultant
4	Provide for a continuous and interconnected bicycle route and trail network that is viable, convenient, and safe, and a system that will encourage both commuter and recreational bicycling.	Planning and Public Works	Staff and Consultant
5	Provide more transportation choices.	Public Works	Staff
6	Consider all modes of transportation (transit, bicycle and pedestrian), when making transportation decisions.	Planning and Public Works	Staff and Consultant
7	Consider land use impacts when implementing the Nampa Transportation Plan	Planning and Public Works	Staff



CHAPTER SEVEN - PUBLIC SERVICES, FACILITIES, UTILITIES AND NATIONAL INTEREST ELECTRICAL TRANSMISSION LINES

7.0 EXECUTIVE SUMMARY

Public Services, Facilities and Utilities, including national interest electrical transmission lines, are some of the most essential services provided to the citizens of Nampa. Public services and facilities include such essentials as police, fire protection, emergency medical services, planning and zoning, economic development, libraries, and other community services. In addition, public utilities such as potable water, sewer service and treatment, storm water management, pressurized irrigation, recycling facilities, communication services and electrical power are provided by the City or utility companies.

This chapter includes goals, objectives, strategies and implementation recommendations for Public Services, Facilities, Utilities and National Interest Electrical Transmission Lines. Some topics are discussed in greater detail in other Comprehensive Plan chapters, such as Land Use and Transportation.

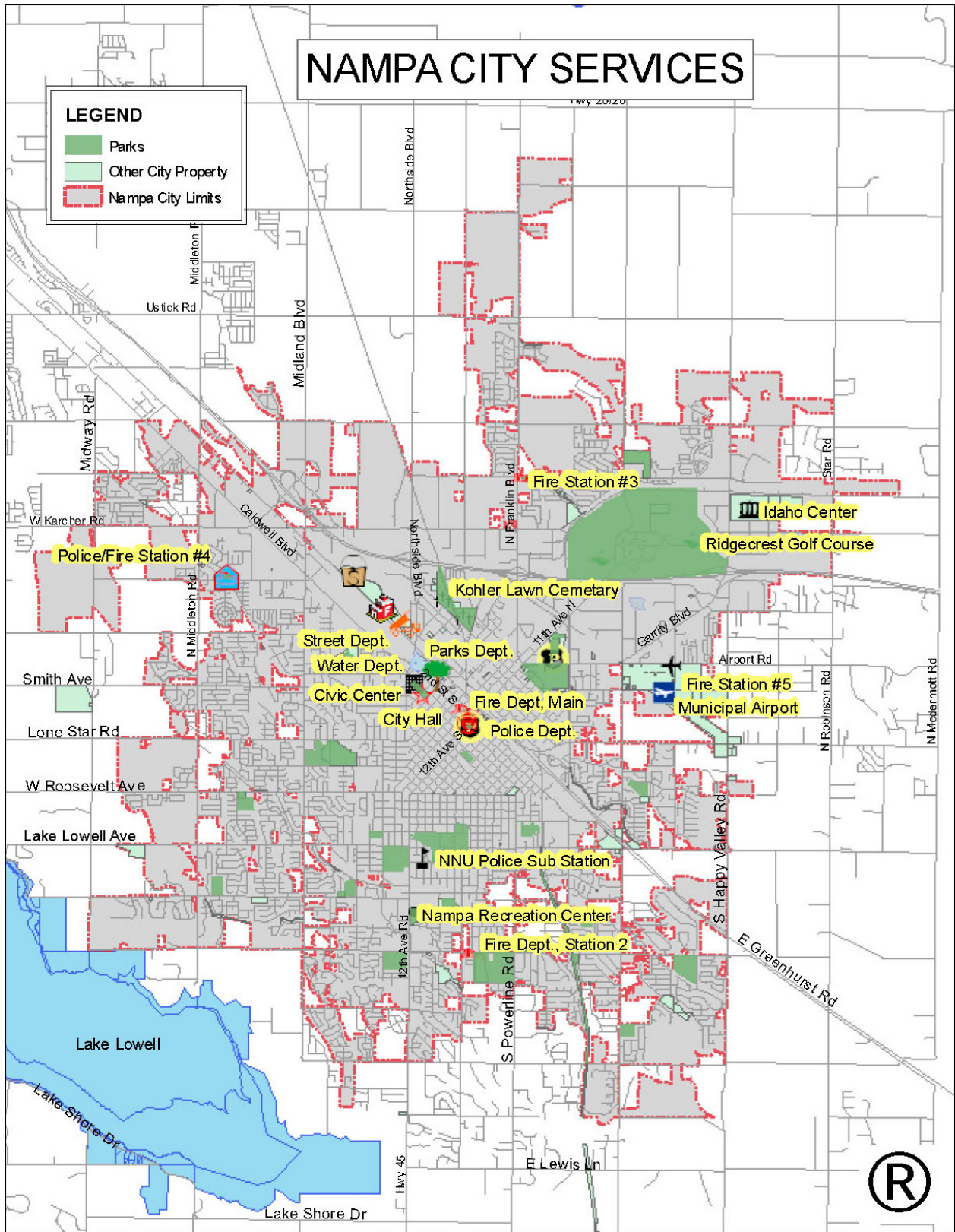
While the Comprehensive Plan provides a basic planning framework and establishes a vision for the future of the community, master plans, policy manuals and city code provide detailed information necessary for implementation of the Comprehensive Plan. The City will implement the chapter goals, objectives, 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, the Demographic Forecast and Land Use Analysis for the Nampa Study Area and South Study Area 2007 -2030 and the City's strategic plan.

When planning for public utilities, a City must plan systems large enough to accommodate present and future needs, but affordable to meet the needs of the taxpayers. There is a fine line here; without additional sewer and water capacity, a City cannot grow. If the capacity is too large, the present taxpayers in effect, may be subsidizing growth that may or may not occur.

Public facilities are also affected by changes in the population of the City. While public facilities are somewhat more flexible than utilities in responding to changes in demand, capital improvements must be planned in advance in order to provide for the major public expenditures necessary when facilities such as fire stations, fire trucks, etc., need to be expanded in order to serve a growing population.

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

EXHIBIT 7-1 - NAMPA'S CITY SERVICES



7.1 CITY SERVICES

7.1.1 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 four members of the City Council.

7.1.2 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.

7.1.3 Human Resources

Human Resources oversees employment for the City of Nampa. They are responsible for assuring equality of opportunity in employment with the City for all persons as well as prohibiting discrimination in hiring and promotion because of race, color, religion, sex, national origin, disability, age or veteran status. The Human Resource Department works to establish, in collaboration with others, the optimal work environment for obtaining sustained high productivity and employee satisfaction.

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.

7.1.4 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. Capital investments that may be needed in the future could include:

- a. Comprehensive software for accounting, budgeting, payroll, fixed assets, point of sale systems, grants management, and utility billing;
- b. Meter reading upgrades to be accomplished with radio-read devices; and
- c. Consolidation of services.

7.1.5 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.

7.1.6 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.

7.1.7 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.

7.1.8 Department of Building Safety & Facilities Development

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.

7.1.8.1 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 new 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.

7.1.8.2 Building Safety

The Building Safety Division of the City of 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.

7.1.8.3 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:

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

Nampa's Impact Fee Advisory Board represents varying segments of the community with additional representation from City staff and City Council members who participate as non-voting members.

The latest Capital Improvement Plan (CIP) was adopted by the City Council on December 7, 2009.

7.2 PUBLIC SAFETY

7.2.1 Public Safety – Police

The Nampa Police Department (NPD) is a professional, well-organized department with a total of 172 employees. Of that, 120 are sworn officers. In addition, the NPD maintains an active Reserve unit with volunteers who contribute significant time to the department.

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, office of professional standards, tactical response team and other specialized teams. The NPD also operates a crime lab, dispatch, records division and crime prevention program.



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.

The Patrol division has been under a "Districting" plan for about 2 years in which officers work one patrol area for one year giving them "ownership" of an area of town. In addition, a Lieutenant is assigned as supervisor and liaison for each of the four districts. The District lieutenant coordinates special events and crime prevention efforts in their area of the City, which gives a more cohesive effort in each area of the City.

The Detective division has two components, a "Crime against Property" and a "Crime against Persons" unit. The GREAT/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 Gang and Drug crime investigation. The Office of Professional Standards investigates allegations of police wrongdoing and assists with background investigations of police department applicants.

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 also maintains a dive rescue team made up of three officers who are trained for rescue and recovery operations in waterways. The Nampa Police Department has a three member Explosive Ordinance 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. 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).

A new 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 public meeting rooms for civic use.

The Nampa Police Department has three substations: the West Substation located on West Flamingo, the South substation located on the Campus of Northwest Nazarene University and the Stampede Substation co-located with the Nampa Boys and Girls Club on Stampede Drive. The West substation houses the Selective Traffic Enforcement Program (STEP) and Crime Prevention unit. The Stampede Substation houses the Gang Resistance Education and Training/School Resource Officer (GREAT/SRO) team. This unit serves over 18 schools in the Nampa School District. The South Substation houses the Training Division.

Each substation also provides a workplace for patrol officers to prepare reports without leaving their areas of responsibility. 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 the City of Nampa 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 also maintains another building which houses the Special Investigation Unit (SIU)

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.

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.

The Nampa Police Department has formed 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.

In addition, the Nampa Police Department sponsors a number of volunteer programs, including Reserve Officers, Nampa Citizen Patrol, TRIAD and Police Chaplain Corps.

Currently there are eight reserve officers working with the NPD. The officers in this unit are volunteers that meet the requirements of a full time police officer by completing Level 1 training, the most basic officer training. The volunteer officers ride with full-time officers or take out a patrol vehicle to supplement the regular force. Officers on the reserve may be laterally transferred to the regular force upon satisfactory service and application. In some cases, members of the reserve component have been moved into full time paid positions.

The Nampa Citizens Patrol participates in activities such as responding to and tagging abandoned vehicles, answering phones and data entry at the substations, 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 with the Crime Prevention Officer acting as the liaison for the Department.

TRIAD consists of about 17 retired people who are involved in activities such as enforcement of handicap parking codes; setup, take down, and maintenance of the Radar Reader Board trailer; and assistance to the Child Abduction Response Team (CART). In addition, TRIAD members answer phones at the substations, assist the Nampa Citizen Patrol and patrol neighborhood and retail areas reporting suspicious activities. This is an all volunteer group with the Crime Prevention Officer acting as liaison.

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.

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. In 2011, the NPD was involved with the maintenance of 110 neighborhood watch groups.

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.

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.

7.2.2 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

NAMPA FIRE DEPARTMENT (NFD)	LOCATION	MINIMUM STAFFING	SERVICES PROVIDED
Hugh Nichols Public Safety Building	820 2nd Street South	9	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.
Training Facility	300 West Railroad	3	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.
NFD Station #1	923 1 st Street South	8	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.

NAMPA FIRE DEPARTMENT (NFD)	LOCATION	MINIMUM STAFFING	SERVICES PROVIDED
NFD Station #2	1001 Greenhurst Road	3	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 1 st 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.
NFD Station #3	7935 Birch Lane	3	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 1 st 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
NFD Station #4	2112 West Flamingo Avenue	3	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 1 st 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.
NFD Station #5	95 N. Happy Valley Road	3	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 1 st 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.

SOURCE: NAMPA FIRE DEPARTMENT, 2011

The 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.

The Fire Department also provides the following services.

- a. Fire Suppression;
- b. Fire Prevention and Public Education;
- c. Business Inspections;
- d. Code Enforcement: Commercial and Subdivision plan reviews, Fire Alarm and Sprinkler Systems Reviews and Inspections.
- e. Fire investigations.
- f. Emergency Medical Services: Basic Life Support;
- g. Hazardous Materials Response: Operations level; and
- h. Confined Space and High Angle rescue: Operations level.

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.

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. The standard to which our 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:



- a. 80 seconds for turnout time for fire and special operations response. (Alarm time to unit en route).
- b. 60 seconds for turnout time for EMS response. (Alarm time to unit en route).
- c. 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).
- d. 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.

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.

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 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.

7.2.3 Public Safety – Emergency Medical Services (EMS)

Emergency Medical Service (EMS) is provided by a county-wide system which utilizes a combination of resources from both Nampa Fire Department and Canyon County Paramedics to provide quick response, treatment and transport of patients to area hospitals.

The Nampa Fire Department's EMS services and response objectives are described in Section 7.2.2.

Canyon County Paramedics employ 44 full-time staff and 10 part-time staff. Canyon County Paramedics have their own levy, which is handled through property taxes and accounts for approximately 20 percent of their total budget. Additional funding comes through user fees. Canyon County Paramedics don't have written goals, but they try to respond to critical calls within 8 minutes 59 seconds. They attempt to meet this goal 90 percent of the time. Canyon County Paramedics have six substations in Canyon County, three of these located within the City of Nampa.

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.

7.2.4 Public Safety – Nampa Family Justice Center

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 have the opportunity to 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:

- a. Filing for a Civil Protection Order or the modification of one;
- b. Referrals to Domestic Violence Shelters;
- c. Counseling for Family Violence Issues;
- d. Safety Planning Classes;
- e. Teen Healthy Relationships Group;
- f. Case Management;
- g. Electronic Document Storage and
- h. 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 INFORMATION TECHNOLOGY (IT)

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 has implemented a higher-bandwidth internet connection with a capacity of up to 30 megabits per second. In addition, the IT Department is implementing new fiber optic connections throughout the City to connect disparate locations at high speed and better serve the citizens of Nampa.

The City of Nampa Department of Information Technology deals with the following areas and has identified the following implementation challenges for the future:

7.3.1 The Internet

- a. **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.
- b. **Online Tools and Services** - Provide real-time transaction-based tools to support City services and allow citizens and businesses to interact with City personnel.
- c. **e-Commerce** - Provide access to purchase City services by accepting online payments via debit/credit cards for all City departments.
- d. **Transparency in Government** – Provide the public easy 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.

7.3.2 Public Safety and Security

- a. 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.

7.3.3 Networking and Telecommunications

- a. **Site-to-site connectivity** - Increase multimedia communication between City employees and stakeholders, making connectivity faster and more secure.
- b. **Telephone connectivity** - Continually review telephone service as provided to the City to take into consideration new forms of telecommunications.
- c. **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.
- d. In addition, recognize that wireless communications both for City service providers and for citizens are in ever-increasing demand as mobile devices become ubiquitous.
- e. **Connectivity to the Internet** - Recognize that the use of 'cloud' computing (the offloading of processing and or storage of information to the internet) will require robust and high-speed connectivity moving forward.
- f. **Connectivity to other agencies and partners** - Recognize that third party connectivity is increasing dramatically 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.

7.3.4 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 should be planned to meet the physical needs of future businesses 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.

- a. Consider developing a City-wide fiber-optic network plan that would provide connectivity throughout the City.
- b. Consider developing public/private partnerships to provide fiber-optics to new businesses that are considering locating in Nampa.

7.3.5 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 carefully developed recovery and service continuity plans and technologies, including communications and collaboration systems, connectivity and database tracking systems. 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.

7.3.6 Leveraging Technology to Improve Government Efficiencies

- a. Systems hardware and software - A technology review and refresh program should be put in place to evaluate the benefits and efficiencies that will be gained by upgrading and/or purchasing updated technology hardware and software.
- b. Continuous process improvement - A technology evaluation should be included in internal department reviews in order to identify efficiencies that can be gained by either augmenting current procedures, or by using technology to fundamentally change how services are provided.
- c. Systems analysis and integration - All implementation of new technology should be reviewed by the IT department to identify the interoperability with existing City technology systems and ensure operability, compatibility and opportunities for systems integration with core City systems and processes.

7.3.7 Security and Information Assurance

All technology systems and services must be reviewed and secured by the IT department to ensure the integrity of the information and prevent both accidental and malicious destruction of information and to prevent the information from being obtained by unauthorized persons or organizations for the purpose of malicious or unlawful use of that information.

7.4 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.

7.5 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.

7.6 LIBRARY

Established in 1908, the Nampa Public Library provides books, videos, periodicals, compact disks and other useful materials to the residents of Nampa. The library is open six days per week and provides weekly events for children, special programs for families and adults, internet access, and an annual book sale sponsored by the Friends of the Library.

As the information and reading source for citizens of Nampa, the library enthusiastically connects all citizens to books, movies, music, and programs that entertain, inform, and enrich. Knowledgeable staff who respect the privacy of individuals and diversity of opinion provide assistance to all. The library welcomes our community by meeting and even anticipating their needs in a safe environment.

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.

Nampa Public Library is a member of the LYNX! Consortium. Our participation provides a convenience for borrowing books and other lending materials, while providing a robust library management system. LYNX! libraries include Ada Community Library, Boise Public Library, Caldwell Public Library, Eagle Public Library, Garden City Public Library, and Meridian Public Library. Together an estimated 955,000 books; 90,900 audio materials; 74,000 video materials; numerous periodical and licensed databases are available to Nampa Public Library customers.

The City of Nampa is currently in the planning stage for the design and construction of a new public library in downtown Nampa.

7.7 PUBLIC HEALTH FACILITIES AND HEALTH-RELATED SERVICES

Nampa's local hospital, Saint Alphonsus Medical Center – 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.



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.

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. 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. Saint Luke's Regional Medical Center recently opened a new Saint Luke's Medical Clinic in Nampa with physicians providing family medicine care. In addition, Saint Luke's will be opening a new medical complex in the Spring of 2012 in conjunction with Saltzer Medical Group. Additional services by Saint Luke's in Nampa are provided through the Mountain States Tumor Institute (MSTI), a cancer care center that has served the Nampa community since 1991.

Terry Reilly Health Services (TRHS) is a private, not-for-profit community healthcare clinic which began in Nampa in the early 1970s. Dedicated to providing health care services in an accessible and affordable manner to all people regardless of age, sex, ethnicity or economic situation, TRHS 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.

Several other private, non-profit and public entities offer health-related services to the people of Nampa. Southwest District Health, for example, 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 a number of 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 7-3 – MAJOR HEALTHCARE FACILITIES IN THE REGION

HOSPITAL	MILES	CITY	BED CAPACITY
Saint Alphonsus Medical Center – Nampa	0	Nampa	152
West Valley Medical Center	7	Caldwell	150
Saint Luke’s Meridian Medical Center	15	Meridian	152
Saint Luke’s Boise Medical Center	30	Boise	438
Saint Alphonsus Regional Medical Center – Boise	30	Boise	387
Veterans Administration (VA) Hospital	30	Boise	70
Elk’s Rehab Hospital	30	Boise	72

7.8 PUBLIC UTILITIES - CITY OF NAMPA – PUBLIC WORKS DEPARTMENT

The City of Nampa Public Works Department provides a number of public utility services as well as providing infrastructure for the community of Nampa. This section discusses those services.

Installation of public works infrastructure can influence growth patterns by providing needed services to undeveloped areas of the City and its area of impact. In the last ten years the City of Nampa has installed system improvements to the sanitary sewer, potable and pressure irrigation water systems in order to facilitate growth within the city. The following are some examples of the improvements installed by the City:

- a. 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.
- b. 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.
- c. 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.

7.8.1 Potable Water System

The City of Nampa owns and operates the potable water system servicing properties within the City limits and some adjacent developments. Groundwater wells, with minimal treatment, supply the potable water for the domestic system. The potable water system is designed to supply the peak hour plus fire flow demands.

The City of Nampa Water Master Plan is the City's guide for 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 the majority 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. For more detailed information regarding the City's potable water system see the City of Nampa Water Master Plan.

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

- a. 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;
- b. 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;
- c. Older mains such as in the downtown area are in need of replacement and should be scheduled for improvement as funds become available; and
- d. Homeland security (i.e., water supply safety).

7.8.2 Wastewater Systems and Wastewater Treatment

7.8.2.1 Wastewater Systems

The City of Nampa Sanitary Sewer System Master Plan is used as a planning tool to guide development of improvements to the sewer collection system. The plan identifies line sizes needed throughout the system and considerations for providing adequate capacity based on land use and growth assumptions.

7.8.2.2 Sewer and Land Use Assumptions

Roadway convenience and accessibility to major regional travel corridors influence land use decisions. In addition, sewer location, capacity, and availability strongly influence growth areas. 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.

- a. **East:** Although sewer capacity is presently limited in this direction, extension of the Mason Trunk line will provide sewer to land north and east of Columbia High School on Happy Valley Road.
- b. **North:** Sewers are currently planned to serve the area approximately one-half mile south of U.S. 20/ 26 (Chinden Boulevard). It may be possible to extend temporary service to both sides of U.S. 20/26 (via pumping) until a regional waste water treatment plant is constructed. The proposed Purdam lift station at Ustick Road and Northside Boulevard will begin to provide sewer service to the area between Cherry Lane and Linden Road and Midland Boulevard and east to the Ada/Canyon county line.

- c. **West:** Limiting factors are the Nampa area of impact boundary and the required installation of trunk lines by private developers. Eventually, the Western Regional Lift Station will need to be upgraded in order to fully service the Middleton and Midway Sewer Basins.
- d. **South:** The existing trunk lines generally cannot serve south past the New York Canal. Ultimately, a new treatment plant will be needed to serve the southernmost area.

7.8.2.3 Wastewater Treatment

Sewer Plant: The current Wastewater Treatment Plant Facilities System Plan indicates a need for over \$200 million in plant improvements in the next 20-25 years. The current rate structure will not cover all of the costs for facility improvements as identified in the Wastewater Treatment Plant Facilities System Plan.

The significant issues are phosphorous removal requirements on discharge. Options include advanced treatment, water reuse, rapid infiltration, direct infiltration, or treatment options. The National Pollutant Discharge Elimination System (NPDES) permit for the Nampa wastewater treatment plant is currently operating under an administrative extension. A new NPDES permit is expected sometime in 2012. The biggest question is what capacity should facility improvements accommodate in the next 5-years and to what level does the effluent need to be treated in order to meet phosphorous limit requirements.

The wastewater treatment plant has the capacity to treat 18 million gallons per day of waste. The City plans to upgrade the main components of the plant such as digesters, clarifiers, and treatment basins in the near future. The City is currently updating the Wastewater Treatment Plant Facilities System Plan, which will also include a long-range capital improvements plan.

The wastewater treatment plant has adequate capacity to serve current demand and some growth.

The wastewater treatment plant has the capacity to accommodate residential and industrial users. However, for heavy industry, such as a manufacturer, the manufacturer must pre-treat waste on site prior to discharging it to the City for treatment.

The updated Wastewater Treatment Plant Facilities System Plan will include new technologies in wastewater treatment. The proposed upgrades and updated Wastewater Treatment Plant Facilities System Plan will alleviate some of the potential impacts as a result of population growth.

7.8.3 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 of the U.S.

- a. Indian Creek;
- b. Mason Creek;
- c. Wilson Creek;
- d. Elijah drain and its tributaries;
- e. Grimes Creek; and
- f. the Purdam Gulch Drain.

The City of Nampa is currently in the process of developing and implementing a Stormwater Management Plan which will describe existing programs and activities and will outline 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 will describe Best Management Practices (BMP's) that should be implemented during the course of the National Pollutant Discharge Elimination System (NPDES) permit term.

It is through the implementation and evaluation of BMPs that the City of Nampa will ensure that the objectives of the Phase II storm water component of the NPDES program are met.

The storm water management program addresses the following measures:

- a. Public education and outreach;
- b. Public participation/involvement;
- c. Illicit discharge detection and elimination;
- d. Construction site runoff control;
- e. Post-construction runoff control; and
- f. Pollution prevention/good housekeeping.

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 and will expire October 14, 2014. The permit will need to be renewed every five years in order to authorize the discharge of stormwater from the city's MS4 to waters of the U.S.. The City has 5-years from the date of the permit to develop and implement the Stormwater Management Plan and address new requirements as mandated by the Environmental Protection Agency (EPA). A Stormwater/ Drainage Utility fee has been implemented in response to this unfunded mandate to fund the additional regulatory requirements.

7.8.4 Irrigation

The City of Nampa lies within boundaries of three irrigation districts: Pioneer, Nampa & Meridian and Boise-Kuna. Currently, 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. Historically, irrigation was considered cheap and dirty but most importantly cheap. Today's customer is expecting more. Pipeline and supply needs are significant. Water quality is also a potential problem. In general:

- a. Irrigation water is supplied by a series of irrigation canals and laterals diverted from the Boise River.
- b. Two main irrigation districts serve the Nampa area: Nampa & Meridian Irrigation District and Pioneer Irrigation District.
- c. 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 this water.
- d. The Nampa & Meridian Irrigation District administers all water rights within its boundary.
- e. 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.

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.

7.8.5 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 20,000 residential and 3,000 commercial customers. Republic Services customer growth ranges between 3 percent and 9 percent; with an average of approximately 7 percent for the last 3 years.

Solid Waste is taken 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 5 years; however, this could change depending on the growth rate. A high growth rate would force expansion sooner. 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.

The City of Nampa provides curbside recycling and Christmas tree collection during the Christmas holiday. A recent survey, however, indicated interest in other recycling programs such as green waste recycling. In addition, citizens may take grass clippings, Christmas trees and leaves to Kohler Lawn for seasonal recycling.



7.8.6 Renewable Energy

The use of alternate sources of energy (i.e. wind, solar) is an important goal for the City of Nampa when implementation of alternative energy sources is feasible. The City had a solar policy, adopted in April 1987, and implemented as part of the zoning and subdivision ordinances. The solar policy included three distinct components: solar orientation in subdivision design, solar setbacks for infill development, and solar easements. Solar orientation 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 2001 when residential construction was booming and builders expressed concern 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 additional information in Chapter 12, Natural Resources.

7.9 OTHER PUBLIC UTILITIES

Many of the public utilities are privately owned and will strive to continue to meet the current and proposed population growth. People moving into the area will generate demand and could create a greater business for these utilities. Population growth is only one factor in public utility costs. For example, for the power industry, utility rates are often set by quasi-governmental agencies. These agencies take into account a number of factors, so predicting power rate increases as a result of population growth would be difficult. It is important that public utility agencies continue to coordinate land use plans with transportation and utility corridor planning.

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.

7.9.1 Gas

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

7.9.2 Electrical Energy Services

Idaho Power Company provides electrical services throughout Nampa and the Area of City Impact. Idaho Power is a public service company regulated by the Idaho Public Utility Commission. Nampa's supply of electrical power comes from the hydroelectric facilities along the Snake River including Brownlee, Oxbow, and Hells Canyon. Power is also supplied by facilities located in Wyoming. Power is distributed to substations, both within and outside of City limits, and then to the consumer.



The general location of proposed electric utility facilities applies to a general utility corridor area rather than to specific sites. Public streets and road right-of-ways serve as corridors for electric facilities. The City periodically consults with Idaho Power to coordinate construction, maintenance, or repair of roadways or other facilities and to obtain up-to-date information and, if necessary, revises the maps accordingly.

The Nampa Comprehensive Plan provides the following direction to Idaho Power:

- a. Provides direction for growth in the community;
- b. Helps to determine where load is most likely to develop;
- c. Helps to develop Idaho Power's long term plans to serve the electric energy needs of the City, including assisting Idaho Power to plan for new or upgraded infrastructure that is necessary to meet that future load; and
- d. Allows Idaho Power to plan for growth.

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 within the City to serve that growing load. We believe it will be beneficial to have corridors for those future facilities identified in the City's Comprehensive Plan.

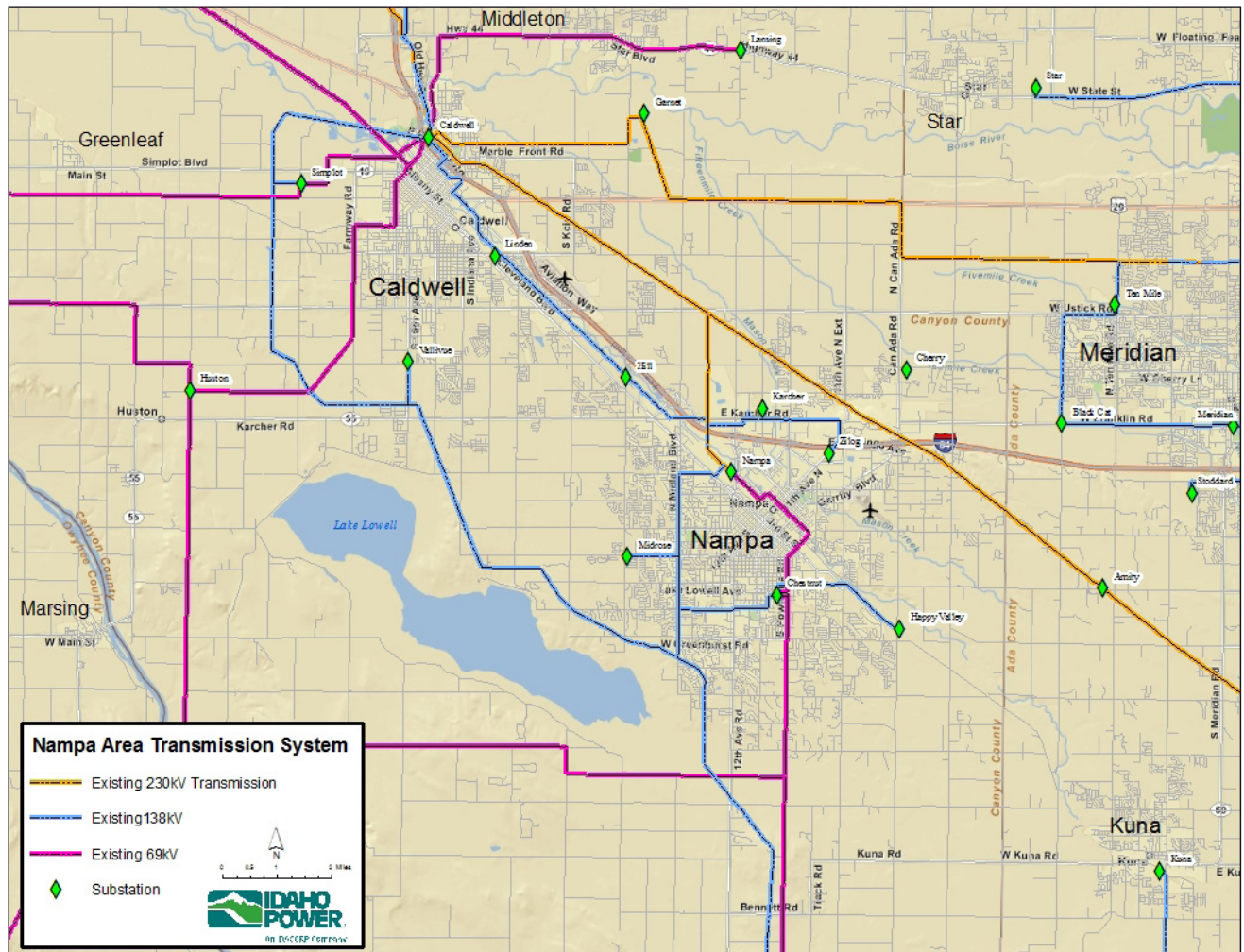
Nampa currently has a franchise agreement in place with Idaho Power which outlines utility coordination as well as a negotiated percentage amount of revenue as part of the agreement.

7.9.3 Major Electrical Transmission Lines

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.

Idaho Power plans to initiate a community advisory committee within the next four years to establish a long term sub-transmission plan for Canyon County. This committee will be similar to the Treasure Valley Electric Plan committee, which in 2006 completed a long term transmission plan for the Treasure Valley. This new plan will include lower voltage lines than the Treasure Valley Electric Plan included and will address the long term electric infrastructure needs of Nampa. Idaho Power would like to have the Nampa section of this new Electric Plan Report referenced in the Nampa Comprehensive Plan, with the preferred line routes identified in the Comprehensive Plan. See Exhibit 7-4.

EXHIBIT 7-4 - TRANSMISSION LINES AND DISTRIBUTION STATIONS - 2011



7.9.4 Telephone, Telecommunications and Cell Phones

CenturyLink/Qwest provides basic telephone service to the City of Nampa and the surrounding Area of City Impact. 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.

7.9.5 Cable or Satellite Service

Cable One provides cable services. Satellite TV service is available through Dish Network and Direct TV. All cable and satellite channels include local stations and cable/satellite stations. Another recent option in the Treasure Valley is reception via antenna. Over 25 stations can be received by antenna.

Nampa currently has a franchise agreement in place with Cable One which outlines utility coordination as well as a negotiated percentage amount of revenue as part of the agreement.

GOAL 1: Provide a high level of community service for the citizens of Nampa.

OBJECTIVES AND STRATEGIES FOR ADMINISTRATIVE SERVICES

- OBJECTIVE 1:** Provide professional, efficient and cost-effective services to the citizens of Nampa.
- STRATEGY 1:** Review policies in all departments to determine if modifications are needed.
- STRATEGY 2:** Consolidate systems within the City to improve the efficiency and save costs and time by all employees and departments.
- STRATEGY 3:** Centralize services for the citizens of Nampa.

OBJECTIVES AND STRATEGIES FOR THE BUILDING DEPARTMENT

- OBJECTIVE 2:** Provide professional, efficient and cost-effective building services to the citizens of Nampa.
- STRATEGY 4:** Adopt current building, electrical, plumbing, mechanical and energy conservation codes.
- STRATEGY 5:** Provide design construction and contract management services for new City building projects.
- STRATEGY 6:** Implement conservation initiatives designed to save energy for City facilities.
- STRATEGY 7:** Continue the development of user friendly permitting processes, including a centralized point (one-stop-shop) for permit application submittals.
- STRATEGY 8:** Investigate unsafe and unhealthful conditions within existing buildings.
- STRATEGY 9:** Implement code inspection and enforcement programs as defined within Nampa's adopted building codes and standards.
- STRATEGY 10:** Continue public outreach through targeted industry education programs.
- STRATEGY 11:** Identify unsafe buildings and condemn, if necessary.
- STRATEGY 12:** Assist in the development of state laws and policies relative to building construction.
- STRATEGY 13:** Coordinate the development application process and the various city requirements and fees for applicants.

GOAL 2: Use innovative financing strategies to provide needed infrastructure for projected growth.

OBJECTIVES AND STRATEGIES FOR FUNDING PUBLIC WORKS PROJECTS

- OBJECTIVE 1:** Consider developing financing techniques that allocate the costs required for infrastructure improvements in a fair and equitable manner.
- STRATEGY 1:** Consider using Local Improvement Districts (LIDs) to pay for select projects.
- STRATEGY 2:** Utilize impact fees where appropriate.
- STRATEGY 3:** Continue to work with developers to allow reimbursement when developers front the costs for offsite transportation or infrastructure improvements. When additional properties develop later, the property owners or developers may reimburse the initial developer for their share of the improvement costs.

GOAL 3: Preserve, enhance and protect the City's public safety services including police, fire, emergency medical services (EMS) and the Nampa Family Justice Center. .

OBJECTIVES AND STRATEGIES FOR POLICE, FIRE, COUNTY EMERGENCY MEDICAL SERVICES (COUNTY EMS) AND NAMPA FAMILY JUSTICE CENTER

- OBJECTIVE 1:** Plan, maintain, enhance and expand, where appropriate, future emergency medical services (EMS), fire and police services.
- STRATEGY 1:** Continue to provide a high level of efficient, effective and timely police, fire and emergency medical services to the community.
- STRATEGY 2:** Continue mutual aid agreements with surrounding cities, counties and public safety agencies to maximize the utilization of services. Improve response times and access to EMS, fire and police department services.
- STRATEGY 3:** Build community partnerships to educate and improve communications between the EMS, fire, police departments, and the community.
- STRATEGY 4:** Maintain a well-trained EMS, fire and police staff.
- STRATEGY 5:** Conduct an annual audit with EMS, the fire and police departments to identify achievements and system efficiencies as well as identify opportunities for improvements.

- STRATEGY 6: Look for opportunities to consolidate services as long as consolidation does not jeopardize public safety.
- STRATEGY 7: Utilize technology to coordinate public safety efforts more efficiently.
- STRATEGY 8: Provide for a uniform, computer-aided dispatch and records management system for the City of Nampa and Canyon County.
- STRATEGY 9: Encourage City leaders to prioritize the provision of an electronic, detection system that allows emergency providers to activate traffic signals throughout the City.
- STRATEGY 10: Develop a facility plan to determine the location for future sub-stations for Police, Emergency Medical Services (EMS) and Fire facilities.
- OBJECTIVE 2: Develop EMS, fire and police planning criteria to meet the City of Nampa’s future public safety needs and the needs of the citizens of Nampa.
- STRATEGY 1: Develop a capital facility plan to address future public safety needs.
- STRATEGY 2: Maintain, enhance, and plan for future fire, police, and emergency medical services, expanding services where appropriate.
- STRATEGY 3: Strive for all public safety and emergency services departments to provide competitive salaries and benefits to maintain a well-seasoned staff.
- STRATEGY 4: Strive for all public safety and emergency services departments to provide competitive salaries and benefits to maintain a well-seasoned staff.
- STRATEGY 5: Coordinate with the City of Nampa long-range planning staff regarding:
- a. Locations for future public safety and emergency service building site locations.
 - b. A Canyon County Emergency Medical Master Plan.
- STRATEGY 6: Ensure the City of Nampa has a formal, adopted evacuation plan for potential natural and man-made disasters.
- STRATEGY 7: Conduct an annual audit with the various departments to look for system efficiencies.
- STRATEGY 8: Ensure that direct service provision agencies (such as Police, Fire, EMS) maintain staffing levels necessary to adequately serve newly annexed lands, as well as newly developed and redeveloped properties within the City.
- STRATEGY 9: Continue to provide the appropriate training for police, fire and EMS.

GENERAL

OBJECTIVE 3: Continue to develop partnerships and cooperative agreements with other agencies to improve response times and access to fire and police department services.

STRATEGY 1: Coordinate with the Canyon County Emergency Medical Services to create an overall master plan that coordinates with the City's long-range growth.

STRATEGY 2: When feasible, the City should work with property owners to review the possibility of annexing enclaved properties [those properties surrounded by City properties on all sides] into City limits to improve the coordination of public and emergency services.

POLICE SERVICE

OBJECTIVE 4: Continue to provide quality police services to the community.

STRATEGY 1: Continue implementation of community-based policing strategies.

STRATEGY 2: Integrate new police stations or substations (including storefronts) into both developed and existing neighborhoods.

STRATEGY 3: Continue to expand crime prevention activities.

STRATEGY 4: Continue to add staffing to the Police Department as needed to maintain 1.5 officers for 1,000 residents as per the national standards.

STRATEGY 5: Provide protection and safety to members of the community.

STRATEGY 6: Support partnerships and programs empowering citizens in crime prevention efforts.

STRATEGY 7: Encourage community involvement in public safety programs to enhance neighborhood livability.

STRATEGY 8: Utilize technology to coordinate public safety efforts more efficiently.

OBJECTIVE 5: Work with schools and youth services organizations in the community to prevent juvenile crime.

STRATEGY 1: Continue the school resource officer program as appropriate and feasible.

STRATEGY 2: Continue participation in youth programs and encourage the establishment of positive peer groups through youth activities.

FIRE

- OBJECTIVE 6:** Continue to provide quality fire services to the community that are efficient, effective and timely.
- STRATEGY 1:** Maintain a Level 2 fire rating, as established by the Idaho Surveying and Rating Bureau.
- STRATEGY 2:** Continue to support the Nampa Fire Department's efforts to obtain international accreditation.
- STRATEGY 3:** Continue to add staffing to the Fire Department as the City's population increases to maintain a per capita ratio of one [1] firefighter per 1,000 residents.
- STRATEGY 4:** Work to ensure the best possible insurance ratings for City residents.
- STRATEGY 5:** Continue to periodically assess fire station locations to ensure that they are strategically located to provide service which meets a defined set of community standards.
- STRATEGY 6:** Fund, construct and staff fire stations as needed to maintain the necessary response times.
- STRATEGY 7:** Encourage emergency medical services and the fire department to work together to ensure the best possible response times.
- STRATEGY 8:** Position equipment throughout the community to provide timely and effective hazardous materials response.

EMERGENCY MEDICAL SERVICES (EMS)

- OBJECTIVE 7:** Continue to provide quality Emergency Medical Services (EMS) to the community that are efficient, effective and timely.
- STRATEGY 1:** Coordinate with Canyon County to provide the most cost effective EMS service.
- STRATEGY 2:** Encourage emergency medical services and the fire department to work together to ensure the best possible response times.

NAMPA FAMILY JUSTICE CENTER

- OBJECTIVE 8:** Continue to support the Nampa Family Justice Center.
- STRATEGY 1:** Continue to provide services that serve victims of family violence including those impacted by domestic violence, sexual assault, dating violence and child abuse.
- STRATEGY 2:** Continue to develop programs that assist in ending family violence and educate the community about prevention of family violence.

GOAL 4: Provide and maintain a high quality, cost-effective, energy and resource efficient public water supply, public wastewater service and treatment and storm water management services.

OBJECTIVES AND STRATEGIES FOR WATER, SEWER, STORMWATER

GENERAL

OBJECTIVE 1: Continue to address infrastructure improvements for the City's sewer, water, stormwater and irrigation systems.

STRATEGY 1: Implement the most current versions of the City's water, sewer, stormwater and pressure irrigation master plans.

STRATEGY 2: Develop a funding plan to address infrastructure improvements for the City's sewer, water, stormwater and irrigation systems.

WATER SUPPLY

OBJECTIVE 2: Continue to protect and enhance the City's water quality and quantity.

STRATEGY 1: Continue to coordinate and work with the various agencies pertaining to water rights.

STRATEGY 2: Develop a water conservation education program.

STRATEGY 3: Create a water management program that creates partnerships to support the service needs of the citizens of Nampa.

STRATEGY 4: Continue the City's involvement in the discussion of and the creation of the Treasure Valley Comprehensive Aquifer Management Program.

STRATEGY 5: Continue to meet Environmental Protection Agency (EPA), Department of Environmental Quality (DEQ) and Water Resources (WR) guidelines regarding water quality requirements.

SANITARY SEWER SERVICE

OBJECTIVE 3: Protect the public health and environment by providing exceptional wastewater collection, treatment, and related services in a well-planned and cost-effective manner.

STRATEGY 1: Continue to plan, design, construct, repair and replace sanitary sewer facilities.

STORM WATER MANAGEMENT

- OBJECTIVE 4:** Control the impacts of storm water runoff to prevent erosion and flooding.
- STRATEGY 1:** Continue to modify ordinances and guidelines for stormwater drainage management to support and to meet the state and federal permitting program.
- STRATEGY 2:** Maintain the storm water drainage systems to meet legally required service levels.
- STRATEGY 3:** Investigate opportunities to have one centralized stormwater drainage system.
- STRATEGY 4:** Continue coordination with the various highway and roadway authorities on stormwater drainage management and Best Management Practices [BMP's].
- STRATEGY 5:** Continue to implement City-wide BMP's for stormwater drainage.
- STRATEGY 6:** Support intra-jurisdictional efforts to pursue treatment of pollutants on site or through natural filtration.
- STRATEGY 7:** Manage urban runoff.
- STRATEGY 8:** Identify and develop funding mechanisms to plan, construct, monitor, map, maintain, improve, expand, operate, and inspect stormwater infrastructure.
- STRATEGY 9:** Support the co-location of infiltration infrastructure into landscaping areas.
- STRATEGY 10:** Protect surface water quality by enhancing natural watershed processes and promoting efficient water use.
- OBJECTIVE 5:** Encourage BMP's for best stormwater practices that maximize stormwater retention on-site and utilize land development designs for urban runoff that minimize flooding and the need for additional or expanded systems.
- STRATEGY 1:** Encourage appropriate use of native landscape materials and preservation of a high percent of native vegetation in landscaping.
- STRATEGY 2:** Support landscape practices that minimize polluted runoff and mimic natural watershed processes.

GOAL 5: Manage solid waste in an efficient and sanitary manner, including collection of recyclables.

OBJECTIVES AND STRATEGIES FOR SOLID WASTE DISPOSAL

- OBJECTIVE 1:** Promote recycling and composting to reduce the need for additional landfill space.
- STRATEGY 1:** Continue to operate a curbside recycling program for paper, newspaper, plastics, aluminum, and other recyclable materials in order to reduce the need for additional landfill space.
- OBJECTIVE 2:** Expand the recycling program and its use by education and outreach efforts that emphasize the significant role of recycling in providing a more sustainable community.
- STRATEGY 1:** Partner with City departments, state agencies, schools, civic groups, neighborhood associations and other organizations and institutions in developing or expanding recycling programs.
- STRATEGY 2:** Provide educational information to contractors, educators, the business community, homeowners and others regarding the benefits of recycling.
- STRATEGY 3:** Promote increased voluntary participation in the curbside recycling program.
- STRATEGY 4:** Support the expansion of cost-effective municipal recycling programs to include glass recycling.
- STRATEGY 5:** Monitor population and growth patterns in order to plan for new sanitation facilities and resources.
- STRATEGY 6:** Support and encourage participation in hazardous materials collection/disposal programs (medicines, electronic equipment, batteries, etc.) to prevent environmental contamination.
- STRATEGY 7:** Encourage the development of City composting policies.

GOAL 6: Recognize the potential for flooding in federally designated areas while minimizing negative impacts of the floodplain and floodway on residents.

OBJECTIVES AND STRATEGIES FOR FLOODPLAIN/FLOODWAY

- OBJECTIVE 1:** Reduce the City's floodplain and ensure adherence to federal floodplain/floodway regulations.
- STRATEGY 1:** Identify parcels of land in the floodway and floodplain for City acquisition to assist in the establishment of a potential greenbelt.
- STRATEGY 2:** Work with other jurisdictions to reduce the impact of development in floodways and floodplains.
- STRATEGY 3:** Explore methods for reducing the floodplain and its impact on residents.

GOAL 7: Provide open and inclusive access to all public facilities for the residents of Nampa.

OBJECTIVES AND STRATEGIES FOR THE AMERICAN DISABILITIES ACT (ADA) AND SECTION 504 AS APPLICABLE TO PUBLIC FACILITIES

- OBJECTIVE 1:** Ensure that all new public buildings and parking facilities meet ADA and Section 504 guidelines and standards.
- STRATEGY 1:** Explore funding options to address current ADA and Section 504 deficiencies within public facilities.
- STRATEGY 2:** Work in coordination with local mobility agencies and efforts to conduct ADA and Section 504 audits within public facilities.
- STRATEGY 3:** Continue to support the building and community development departments' compliance to the ADA and Section 504.

GOAL 8: Coordinate with providers to develop plans for energy services and public utility facilities for the long-term energy and utility needs of the City of Nampa.

GENERAL

- OBJECTIVE 1:** Ensure all public utility agencies have the opportunity to comment on all infrastructure and land use planning efforts to ensure consistency amongst all agencies.
- STRATEGY 1:** Continue to participate in the Canyon County Coordination Utility Committee (CCCU) with representation from the land use planning department.
- OBJECTIVE 2:** Ensure that new development occurs first in those locations where urban services and facilities can be most economically and efficiently provided, and prevent premature development of areas which are more difficult to serve.
- STRATEGY 1:** Extend services where the City of Nampa wants to grow.
- STRATEGY 2:** Avoid creating enclaves.
- STRATEGY 3:** Extend utilities in an efficient manner.
- OBJECTIVE 3:** Support the coordination of effective and efficient provision of private utilities to current and future City residents.
- STRATEGY 1:** Require private utilities to repair, to the City's satisfaction, any roadway disturbed by the activity of those utilities or collect fees for work done in a right-of-way that degrades street quality or impairs street maintenance.
- STRATEGY 2:** Support longer term (10 to 15-year) conditional use permits to enable utilities to purchase sites well in advance of the need to build a facility as well as give notice to the public of the facility.
- STRATEGY 3:** Encourage the multiple-use of utility corridors by utility providers.
- STRATEGY 4:** Support siting of utility corridors to ensure that they connect to similar facilities in adjacent jurisdictions.
- STRATEGY 5:** Support siting of utility corridors within identified or designated transportation corridors.
- STRATEGY 6:** Support the protection of wetlands and other critical areas and recognize that electric facilities sometimes must cross these areas, and that access is essential for repair and maintenance of the facilities.
- STRATEGY 7:** Allow the appropriate placement of electric utility facilities on public right-of-ways.

OBJECTIVES AND STRATEGIES FOR ELECTRICITY (IDAHO POWER)

- OBJECTIVE 1:** Recognize Idaho Power's obligations to serve all of its customers.
- STRATEGY 1:** Promote the development of energy services and public utility facilities to meet public needs.
- STRATEGY 2:** Recognize and support the long range planning and build-out of electricity infrastructure detailed in the Treasure Valley Electric Plan (TVEP) and developed by a local Community Advisory Committee.
- STRATEGY 3:** Partner with Idaho Power to develop and promote sustainability programs for new construction and development as well as for existing businesses and homes.
- STRATEGY 4:** Allow the appropriate placement of electric utility facilities on public right-of-ways.
- STRATEGY 5:** Work with Idaho Power to establish corridors that meet the City's needs and meet the goals of efficient reliable power for City residents.
- STRATEGY 6:** Work with Idaho Power in the location of National Interest Electrical Transmission Lines.

OBJECTIVES AND STRATEGIES FOR COMMUNITY DESIGN (UTILITIES)

- OBJECTIVE 2:** Recognize the need for public utilities to identify and acquire appropriate sites for corridors and facilities.
- STRATEGY 1:** Strive to preserve adequate land to improve the cost-effectiveness of extending existing and future utility lines.
- STRATEGY 2:** Develop consistent permitting and approval processes.
- STRATEGY 3:** Work towards consistent requirements across all jurisdictions, including those related to siting and upgrading of substations as recommended by utility companies.
- STRATEGY 4:** Co-locate cell tower antennas.

OBJECTIVES AND STRATEGIES FOR INFORMATION TECHNOLOGY (FIBER OPTICS)

- OBJECTIVE 3:** Develop strategies that support the future needs of the City's information technology program.
- STRATEGY 1:** Develop an information technology plan.
- STRATEGY 2:** Consider developing a City-wide fiber-optic network plan that would provide connectivity throughout the City.
- STRATEGY 3:** Consider developing public/private partnerships to provide fiber-optics to new businesses that are considering locating in Nampa.

OBJECTIVES AND STRATEGIES FOR RENEWABLE ENERGY RESOURCES

OBJECTIVE 4: Develop programs for sustainability and energy efficiency.

STRATEGY 1: Encourage the enhancement of the capacity and reliability of renewable energy resources.

STRATEGY 2: Promote conservation of energy through education and outreach efforts, incentives and other tools that encourage conservation.

STRATEGY 3: Determine if development guidelines need to be developed for solar and wind power.

GOAL 9: **Locate and maintain community facilities to support neighborhood revitalization and sustainable new neighborhood design.**

OBJECTIVES AND STRATEGIES FOR COMMUNITY FACILITIES

OBJECTIVE 1: Efficiently and strategically place and use community facilities in order to provide a high level of service.

STRATEGY 1: Design and locate community facilities to maximize their potential use for other purposes (i.e. school/park campuses, community meeting spaces, etc.).

- a. Establish and implement high standards for community facility design and locate community facilities to maximize their contribution to the physical character of the neighborhoods in which they are located and to the community in general (civic architecture).
- b. Seek opportunities to co-locate community facilities to maximize efficiencies in service provision and reduce capital and operating costs.

STRATEGY 2: Ensure that community facilities or neighborhood schools that are no longer utilized for their originally intended use remain an asset to the neighborhood through cooperative efforts between the facility/building owner, the City, the neighborhood and local stakeholders.

OBJECTIVE 2: Collaborate with community-based organizations to meet the need for community facilities.

STRATEGY 1: Establish a task force to identify spaces that could be used for public community areas (such as office, rehearsal and meeting space locations), analyze potential fees, services and other considerations and prepare a data base for distribution to social service agencies.

- STRATEGY 2:** Conduct an analysis and determine what community facilities are needed for Nampa and in what areas of the community.
- a. Determine future building infrastructure needs and locations.
 - b. Work to provide opportunities for community meeting space at a variety of levels.

GOAL 10: Continue to provide the best possible library services for the community.

OBJECTIVES AND STRATEGIES FOR THE PUBLIC LIBRARY

- OBJECTIVE 1:** Continue to update, expand and evolve the library system to provide the most convenient access to library services to the greatest number of Nampa's citizens.
- STRATEGY 1:** Build a new library facility.
- STRATEGY 2:** Maintain and expand library service in conjunction with ongoing growth and development.
- STRATEGY 3:** Explore the potential for future development of branch libraries which would be conveniently located and integral parts of neighborhoods.
- STRATEGY 4:** Foster a sense of community with space for programming as well as ease of access to collections.
- STRATEGY 5:** Serve the community's literacy and education needs.
- STRATEGY 6:** Work to continuously improve staffing, services, and infrastructure in order to meet the mission of the library.
- STRATEGY 7:** Serve the unique needs of an increasingly multicultural community.
- STRATEGY 8:** Contribute to a vibrant community by promoting Nampa's cultural heritage and fostering cultural resources.
- STRATEGY 9:** Continue to meet the community demand for recreational and popular library materials.

GOAL 11: Work with healthcare service providers to insure the best medical care for the citizens of Nampa.

OBJECTIVES AND STRATEGIES FOR MEDICAL FACILITIES

OBJECTIVE 1: Provide the highest level of medical care locally for the people of Nampa.

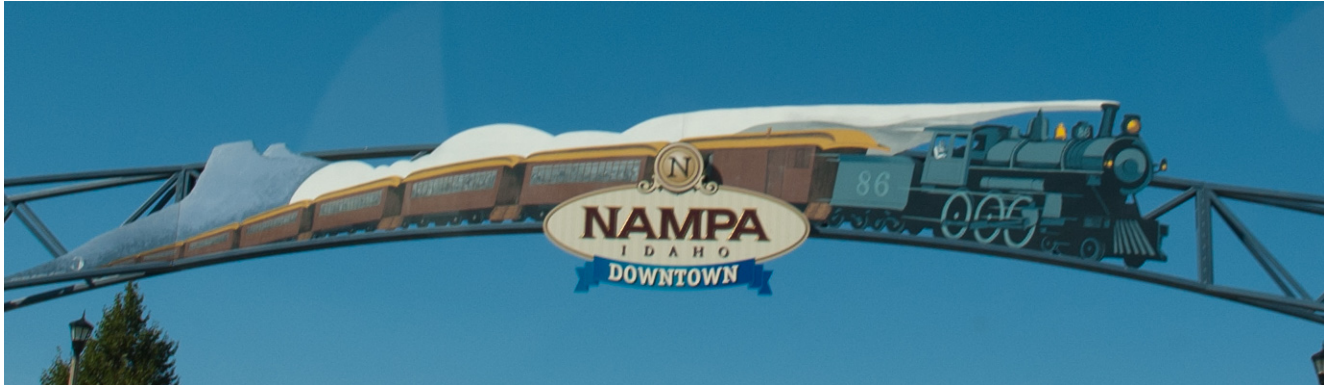
STRATEGY 1: Research opportunities to pursue a regional, trauma hospital located within the Nampa City limits.

STRATEGY 2: Coordinate with healthcare providers to ensure adequate facilities are in place in Nampa as the City continues to grow.

STRATEGY 3: Support programs that provide healthcare access to the uninsured and underinsured.

EXHIBIT 7-5 - PUBLIC SERVICES, FACILITIES, UTILITIES, AND NATIONAL INTEREST ELECTRICAL TRANSMISSION LINES IMPLEMENTATION ACTIONS

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
1	Build a new library facility.	Nampa Development Corp., Library and Economic Development.	Funding for Construction
2	Coordinate efforts with public service providers to identify office and rehearsal, meeting space, fees, services and other needs.	Community Development	Staff Time
3	Prepare a data base for social service agencies.	Community Development	Staff Time
4	Update Community Resource Guide	Community Development	Staff Time
5	Develop an information technology master plan.	Information Technology	Staff Time / Consultant
6	Update the Capital Improvement Program (CIP) to determine future building infrastructure needs and locations.	Finance	Staff Time / Consultant



CHAPTER EIGHT – COMMUNITY DESIGN

8.0 EXECUTIVE SUMMARY

Community design can be described as the character of and the impact of development on the natural and built environment. The physical elements and development patterns of the community are two distinct perspectives to the character of Community design. In addition, Community design can affect the sense of place for citizens. In general, cities are encouraged to develop in a manner that expresses concern and appreciation for the aesthetic quality of the physical environment, while retaining its unique characteristics.

Access and proximity to destinations like shopping, employment, services, and parks is an important component of community design and was a common theme expressed by residents. The City can ensure that this component of community design shapes the community by requiring access between new residential and commercial developments.

Community design can also provide an attractive living environment, which could result in an orderly well-landscaped environment and promote an attractive climate for economic development and business investment. In addition, community design is important in implementing infill/redevelopment and mixed-use development concepts without sacrificing neighborhood livability.

Community design encompasses all of the physical elements that make up the City and its natural settings. On this scale community design deals with the visual qualities of the City as a whole, as well as its relationship to the surrounding more rural, lower-density development and agricultural lands.

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

Many community design projects can be accomplished by partnering with residents at little cost to the City. Other design issues will require educating the public to the advantages of doing things differently. In any case, overcoming the issues regarding community design is not impossible, but will take a combined effort of the citizens of Nampa working together.

8.1 BUILDING DESIGN

The overall size and shape of a new building(s) can have a huge impact on the surrounding area and on how a development is perceived by the community. The height of a new building is extremely important. For example, if the buildings are too high, it can overwhelm neighboring properties. If the buildings are too low, it can create a gap in the physical "fabric" of the area. The overall scale and massing of a new building should try to match that of the surrounding community. The overall form of a new building should incorporate as much variety as possible and avoid large expanses of flat walls or roofs. The key is to create a building whose size and shape generally complements the size and shape of surrounding buildings.

Quality building design can contribute to livability, improved aesthetics and the sense of community identity. Therefore, the City should promote building design that is visually compatible with surrounding development and enhances the community in order to create and retain attractive neighborhoods and business districts. Compatible does not necessarily mean all buildings are alike. Compatible means there is a visual relationship between adjacent and nearby buildings and the immediate streetscape.

However, strategies and programs should not stifle creativity, individuality or personal choice and should be reasonably related to health, safety and welfare issues of the community. Design related strategies should be as clear and objective as possible, but should also recognize that each neighborhood has special and unique characteristics. What is considered visually compatible in one location may not be appropriate in another location?

8.2 RESIDENTIAL AND, MULTIFAMILY RESIDENTIAL DESIGN ISSUES

In developing design guidelines the following items should be considered:

8.2.1 Image

Avoid creating buildings that look strange or out of place in neighborhood.

8.2.2 Visual Complexity

Consider providing as much visual and architectural complexity as possible to the building's appearance while maintaining a hierarchy of scale and a unified overall form. Consider breaking a large building into smaller units or clusters. Consider variations in height, color, setback, materials, texture, trim, and roof shape. Consider variations in the shape and placement of windows, balconies and other façade elements. Consider using landscape elements to add variety and differentiate units from each other.

8.2.3 Windows

Maximize views by increasing window number and size (within budget constraints). This will make spaces feel larger and lighter. The designer should use standard size windows, but consider varying where and how they are used. Consider ways to screen and physically separate ground floor windows from walkways - through screens or plantings - to provide privacy.

8.2.4 Location

In siting, orienting and developing new buildings and facilities, protect and enhance existing views and provide view corridors. This protection and enhancement of views is a design priority. Three general perspectives are critical to this criterion:

- a. Views to site from other areas
- b. Views to other areas from a site
- c. Views through a site from key locations within a development.

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 siting 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:

- a. Richness of surfaces and texture;
- b. Use of durable, low maintenance materials;
- c. Significant wall articulation (insets, canopies, wing-walls, trellises, porches, balconies);
- d. Pitched roofs and shed roofs;
- e. Roof overhangs;
- f. Traditional window rhythm;
- g. Articulated mass and scale;
- h. Significant landscape and hardscape elements;
- i. Landscaped and screened parking;
- j. Comprehensive and appealing monument signs;
- k. Clear visibility of entrances and retail signage;
- l. Clustering of buildings to provide pedestrian courtyards and common areas and;
- m. Step-down of buildings scale along pedestrian routes and buildings entrances.



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 visual impacts to adjacent properties and issues such as: noise, vibration and odors. These issues would have a significant impact to adjacent and nearby properties. In addition, City should consider the following in reviewing industrial property development:

- a. Take caution when planning to build new industrial development near residential properties;
- b. Create design criteria for industrial development which is adjacent to or near residential development;
- c. Create landscaped and screened parking areas;
- d. Develop guidelines for landscape and hardscape elements along public right-of-ways;
- e. Provide pedestrian access on the site;
- f. Provide employee courtyards;
- g. Create clear visibility of entrances; and
- h. Create comprehensive and appealing monument signs.

8.5 PUBLIC OPEN SPACE

Public open space, defined as, shared outdoor areas intended for use by all residents, should be as thoughtfully designed as any other “space” in a development. It is helpful to think of open spaces as outdoor rooms and to design and furnish them with the same care you would any room in your home. Open space provides the opportunity to easily observe an outdoor space to provide safety to the people using such space. Finally, public open areas should be designed for use at night, as well as, during the day. Well designed nighttime lighting will help ensure that public spaces are attractive and safe after sundown. Sensitively designed public open space can turn a good development into a great one, providing a lasting amenity for residents and neighbors alike.

8.6 PUBLIC ACCESS

Based upon comments during public meeting process, the community requested that they would like the ability to physically reach public spaces, employment areas, the downtown and other points of interest via pathways, bikeways and sidewalks. The public may say that they had difficulty reaching their destination because

- a. Walkways were not connected or were in disrepair;
- b. It was difficult to travel to a destination point because the bike paths, sidewalks and trailways would dead end;
- c. Bike paths that are developed didn't take you where you wanted to go.

8.7 LANDSCAPING

Landscaping, too often treated as a secondary consideration or eliminated altogether due to cost constraints, is in fact a critical component of any successful development project and should be considered an essential part of the design process. A rich variety of vegetation should be provided, which are appropriate for their intended use. Paved areas are necessary and should be designed as part of the landscape. Edges between paved and landscaped areas should be designed so the two realms work well individually and together. Paths and outdoor seating should fit the overall landscape plan and take into account how and when residents will use them.

Landscaping can be an asset to a development project. Done well, it complements and enhances a development and its neighborhood. Done poorly, or not at all and the quality of a development is diminished, no matter how well the buildings are designed.



8.8 PRIVATE OPEN SPACE

Private open space should be considered as individual outdoor areas, where residents can enjoy sun and sky in relative privacy. Housing developments should provide private outdoor space for all dwelling units. Patios, porches, decks, balconies and yards should also be of adequate size with easy access from each dwelling unit. Fencing 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 view with safety considerations. Outdoor storage is often overlooked, yet it can be critical in making private open space work for residents; even a small amount can go a long way. Well-designed, adequately-sized private open space will improve the quality of any housing development and should be considered a necessity rather than an amenity.

8.9 PRIVATE ACCESS

Direct access to open space from dwelling units should be provided to the residents that it is intended that they serve. When terraces or balconies are used as shared open space, they can be located so that they serve as extensions of indoor common areas.

8.10 PUBLIC SIDEWALK, PATHWAYS AND / PUBLIC SIDEWALK, PATHWAYS IMPROVEMENT

The City of Nampa has sidewalks/pathways for pedestrian access throughout the City. Some are established sidewalks/pathways that may not be connected. Pedestrian-friendly development is encouraged as an important aspect of community design. Walkable neighborhoods and commercial districts promote social interaction and are accessible to those who cannot drive. The presence of pedestrians on the street adds vitality to neighborhoods and shopping areas and provides informal surveillance of public spaces. To create and/or retain a pedestrian friendly environment, special attention must be paid to streets as a shared public space. Pedestrian friendly features include building entrances oriented to sidewalks/pathways rather than parking areas, a consistent edge of buildings along the streetscape, a variety of building styles, sidewalks separated from the road by planting strips and shade trees.

8.11 HISTORIC STRUCTURES

In downtown Nampa, there are a number of buildings and facades worthy of preservation and continued use. Since many of these structures have been remodeled, they could be rehabilitated to recapture the warmth and beauty they once had. In the 1950's, many owners of downtown buildings across the nation wanted to modernize their buildings. To do this, many owners placed false facades on their buildings. In the 1980's and 1990's, these false facades were removed and underneath the original structure were left, often in good condition. Many buildings like this can be restored. Making old buildings more functional and keeping its historical significance is very important to a community, while new buildings can be designed to emulate historic structures, there are various options available to meet this task.

8.12 DEVELOPMENT PATTERNS

The development patterns of specific areas, such as business districts, industrial areas, residential neighborhoods and future development areas will guide the physical environment. Protecting gateways into the City, landscaping, setbacks, on-street and off-street lighting, traffic access, sign standards, beautification of streets, parking lots, public land, and state highways are some of the issues considered as design features.

8.12.1 Community Design for Residential, Multi-Family and Commercial

A neighborhood is a geographically localized community located within a City. Generally, a neighborhood is small enough that the neighbors are all able to know each other. In older, more established Nampa neighborhoods, there is often a greater sense of community and familiarity with neighbors than within more recently established subdivisions. There are a numbers of options, which the City has available to encourage a greater sense of community within neighborhoods:

- a. Neighborhoods could be a sounding board to assist the City in developing programs that would help to strengthen and stabilize an area.
- b. Neighborhoods could assist the police department in establishing additional neighborhood watch programs.
- c. Neighborhoods could form Local Improvement Districts to assist in the development of needed infrastructure, such as, sidewalks, open spaces and other needed improvements.
- d. Data collected by neighborhoods could assist in acquiring funding to help the City implement various programs, and
- e. The City could establish Neighborhood Plans that could include community design and development standards to ensure that neighborhoods are developed in a manner that promotes neighborhood livability and a pedestrian-friendly environment.

8.12.2 Downtown Nampa

The downtown area of Nampa was redesigned during the 1980's with wider streets and the addition of street lights. Individual shop owners also redesigned their stores to be more attractive. Investing in the downtown to attract residents and tourist is a continual process and new opportunities need to be created. Questions to ask include: What makes the downtown unique? What activities will bring people to the area? What economic opportunities are available? What type of funding will be needed to implement a revitalization program?

8.12.2.1 Downtown Streetscape Plan

Well designed streets and sidewalks add value and act as a catalyst to the development of private property. The required capacity of the street to carry traffic determines, in part, the land uses appropriate for that street. Sidewalk width, street lights 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.

In the summer of 2009, the Nampa Development Corporation (NDC), in collaboration with the Public Works Department and developed a strategy for how roadways and intersections will look as redevelopment occurs. The Nampa Streetscape Plan recognizes three primary sub districts in downtown (historic district, village district, and business district) and provides a strategy for unifying them through coordinated streetscape design. In most cases the plan identifies an 80 foot right-of way cross section for roadways.

While this works for collector roadways, arterial roadways will require 100 to 125 foot right-of way sections, depending on roadway capacity needs. Currently a large percentage of the roadways in downtown provide diagonal on-street parking.

This type of parking reduces opportunities for more attractive uses such as merchandise display and outdoor dining. Proposed streetscape types feature parallel parking in place of the diagonal parking. This strategy keeps a large percentage of the spaces that currently exist while also freeing up space for more context-sensitive uses. On-street parking is already being supplemented with off-street parking in key locations throughout the downtown area. Another consideration is to plan for the construction of a parking garage in order to generate additional off-street parking.

8.13 COMMUNITY GATHERING PLACE

Citizens of a community like to meet in a public gathering place, whether it is during the 4th of July, an annual community event or just a place to meet and greet. Specialized, landscaped, public area with a Gazebo, fountain, clock, sitting area or other noticeable feature can provide a sense of community.

8.14 CULTIVATING A HEALTHY ARTS COMMUNITY

8.14.1 Public Art

The development of public art and other public art opportunities will give the City the opportunity to create displays, which depict scenes or events of natural, social, cultural or historic significance. These graphic displays can provide a means to unite the community. The historical and cultural diversity of the City can be promoted by using murals and other forms of public art to encourage community togetherness, social interaction, and community programs. Some say that public art is essential to creating a sense of community.

Public art is usually installed and exhibited in a public space including publicly accessible buildings and with the authorization and collaboration of the government or company that owns or administers the space. Public art may also be incorporated in designs of public places and even serve a practical purpose.

Public art is significant within the art world, amongst curators, commissioning bodies and practitioners of public art, to whom it signifies a particular working practice, often with implications of site specificity, community involvement and collaboration.

Some governments actively encourage the creation of public art. These organizations may budget for artwork in new buildings by implementing a “Percent for Art” policy. One percent of the construction cost for art is a standard, but the amount varies widely from city to city.

8.15 GATEWAYS

City growth and increased traffic levels will stimulate demand for new development along City entrances. The result is that potential aesthetic inconsistencies will occur without review and standards for design. Within these corridors, design review procedures should be implemented through zoning that will provide a means of guiding future development, and redevelopment of existing uses. Depending on the configuration of existing streets, land uses and buildings, more extensive landscaping and fewer points of access than called for in underlying zoning may be required. Conversely, the development review process will afford the opportunity to address the special features of each property to encourage underlying standards and requirements in a manner, which will best address the overall intent and purpose of the plan and implementing codes.

The City currently has six recognized gateways: State Highway 55 South; State Highway 44; Nampa Caldwell Boulevard; 12th Avenue North and the Franklin, Garrity and Northside Boulevard Interchanges that lead into the City. Significant entrance improvements have been undertaken on Nampa Boulevard and North 16th Street. An ambitious community-supported landscaping program will provide attractive and informative designs for City entryways including Franklin Boulevard, Nampa Caldwell Boulevard, Highway 44, and Highway 55, as funds allow. Garrity Boulevard was completed in 2005.

8.16 LANDSCAPE PLAN/ORDINANCE

Landscaping can help make Nampa a more attractive place to live and work. The City can encourage the installation, maintenance and protection of trees, shrubbery and other landscape elements.

Street trees provide shade to help keep cool buildings in the summer and conserve energy as well as enhance the visual appeal of a streetscape and create a pleasant environment for pedestrians and bicyclists. The placement of trees in a parking lot can reduce the amount of heat generated, thus reducing air conditioning for the adjacent structures, but it also reduces the heat buildup of the vehicles in parking lots. Landscape buffers can be used between commercial and residential properties this provides visual separation and insulate residential areas from noise and visual impacts. To promote water conservation, low-water landscaping techniques are encouraged throughout the City.

The City has a significant number of tall evergreen and deciduous trees and its surroundings. Many of these trees may be more than 60 years old.

8.16.1 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 3,500 trees in the City and in 2009 the Tree Ordinance was updated. The Tree Advisory Board, who 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, a Christmas Tree Recycling and Right of Way Tree Planting program are a few of the programs and events coordinated by the Forestry Division. The City has been a recipient of Tree City USA award program for 13 consecutive years.

8.17 SIGNAGE

Many businesses believe that signage is important to the success of their business. Signs can be used to direct, inform and entice. Properly designed, signs can enhance the character of a community. However, if they are too large, bright, or numerous, they may not blend well with the existing area and may compete for drivers' attention with important traffic signs and safety messages.

In the interest of traffic safety, tourism development, and concern for the appearance of the community, municipalities may regulate signage through adoption of a sign regulation, or as part of its zoning ordinance. Although sign standards can only minimally regulate content, they can specify design, and limit size, location, and the number of words per sign. Communities can create guidelines for the development community, which demonstrate (preferably by illustration) how good signs fit within the surroundings and enhance the appearance of the community. Sign regulations are intended to avoid unsafe placement and avoid visual clutter.

Regulations can deal with size, height, colors and illumination. Signs should be designed and scaled to either a pedestrian- or vehicle-oriented environment depending on their location. They should meet community standards and character. There are various types of signage available such as monument, pole, lighted, animated, sandwich, special event signs and others.



A concern regarding pole signs is that each new pole sign must increase in elevation in order to be seen at a distance. This is based upon the perspective of the previous sign. Some animated signs distract the driver and the use and placement of off-site signs such as billboards should be strictly regulated.

Some signs may not be appropriate or may be appropriate for only a short period of time, such as banners, flags and streamers used for grand openings. Multiple signs on the face of a structure can be a concern. Once ordinances are adopted, it is important that code enforcement is allowed to ensure that the public abide by the adopted ordinance.

Sign standards are adopted in order to:

- a. Maintain and enhance the aesthetics of the City;
- b. Enhance automobile, biking, walking, and other modes of transportation safety;
- c. Encourage the compatibility of signs with their surroundings and the zoning district in which they are located;
- d. Express the image the City desires to protect;
- e. Establish signage which is appropriate for the area that is to be served and the type of establishment or activity;
- f. Protect and enhance scenic views and natural landscapes;
- g. Protect and enhance economic viability of the City's commercial corridors by assuring aesthetic appeal to businesses and residents alike;
- h. To encourage reasonable, orderly, effective and sound sign display practices to foster high quality commercial and industrial development and to enhance the economic vitality of existing businesses/industries.
- i. Promote the use of aesthetically pleasing sign material as, colors, and types; and
- j. Require effective signage.



8.18 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.

8.19 COMMUNITY ACTIVITIES AND FESTIVALS

A festival is described as a time or day of feasting, celebration or performances. A festival or festivals can bring unity to a community. Farmers markets, county fairs, and other festivals and events can draw people together of very diverse backgrounds. Civic organizations and businesses should sponsor annual community festivals or events to bring the growing community closer together. The City has various seasonal activities that promote the City.

8.20 VISUAL IMPACTS AND STORAGE

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 increases air quality. The removal of weeds enhances the visual assets and beauty of a community.

8.21 DARK SKIES

The concept of dark skies is based upon light pollution, which is produced by City businesses and residents. The concern is the adverse effect of artificial light including sky glow, glare, and light trespass, decreased visibility at night and energy waste. Some cities have adopted Dark Skies Ordinances to reduce the amount of light and the number of lumens that exterior lighting produces.

GOAL 1: Improve the physical appearance and image of the City of Nampa.

OBJECTIVES AND STRATEGIES FOR COMMUNITY DESIGN FOR RESIDENTIAL, MULTI-FAMILY AND COMMERCIAL

DESIGN REVIEW

OBJECTIVE 1: Continue to support the Nampa building and site design standards.

STRATEGY 1: Protect and enhance the visual character and economic value of the City's commercial corridors.

OBJECTIVE 2: Develop a sense of community that meets needs of its citizens by creating a visually stimulating and aesthetically pleasing community.

STRATEGY 1: Maintain a design review process to enhance the types of structure that are being constructed.

STRATEGY 2: Develop and implement design guidelines for Multi-family Residential Commercial and Industrial Development.

OBJECTIVE 3: Maintain, develop or expand design review guidelines that assist citizens, business owners and design professionals to contribute positively to surrounding commercial and residential neighborhoods.

STRATEGY 1: In the development of future design review guidelines the City may consider the following issues:

- a. Foster designs that are sensitive to both the proposed site as well as its surroundings;
- b. Encourage improvements that respect or improve neighborhood character;
- c. Promote individuality and character of commercial areas through design;
- d. Reinforce the importance of the pedestrian with scale and space;
- e. Integrate appropriate landscaping that aesthetically enhances the ground level;
- f. Promote the design of courtyards and public open space areas where appropriate;
- g. Suggest ideas and provide examples for practical design solutions;
- h. Achieve a high standard of commercial design;
- i. Encourage design that balances the needs of both the pedestrian and vehicle and
- j. Foster a commercial setting that will contribute to the social life and economic vitality of the neighborhood and City.

STRATEGY 2: Annually review the design standards to determine if any modifications are needed.

- STRATEGY 3: Continue to enforce design review standards.
- STRATEGY 4: Develop Neighborhood Plan as needed. - These plans are master plans for development or redevelopment of neighborhoods. These refinement plans could include community design and development standards to ensure that neighborhoods are developed in a manner that promotes neighborhood livability and a pedestrian-friendly environment.

OBJECTIVES AND STRATEGIES FOR LANDSCAPING, PUBLIC AND PRIVATE OPEN SPACES AND URBAN FORESTRY

LANDSCAPING

- OBJECTIVE 4: Encourage a balance of diverse landscaping uses of the community's greenways by protecting, enhancing and maintaining the natural, hydrological, scenic and recreational qualities of lands along rivers, canals, drains and laterals.
- STRATEGY 1: Increase greenspace and parklands throughout the community.
- STRATEGY 2: Encourage private beautification efforts and develop code for landscaping.
- STRATEGY 3: Expand landscaping and beautification programs for public spaces.
- STRATEGY 4: Improve the physical image of City-owned facilities.
- STRATEGY 5: Establish and implement beautification standards for landscape design that include:
- a. Expand and develop trails and greenways and
 - b. Improve infrastructure and streetscape requirements.
- STRATEGY 6: Utilize landscape ordinance standards to ensure adequate landscaping for new development
- a. Establish beautification standards for design, property maintenance and landscaping;
 - b. Establish procedures and practices governing the protection, installation and long-term maintenance of trees, vegetation and other landscape elements and
 - c. Establish design standards for commercial development such as: buffering, screening and building placement.
- STRATEGY 7: Explore the development of incentive programs to promote private beautification efforts.
- a. Foster recognition of private beautification efforts and
 - b. Establish landscape beautification awards.
- STRATEGY 8: Annually review the design standards to determine if any modifications are needed.
- STRATEGY 9: Enforce design review standards.

OBJECTIVES AND STRATEGIES FOR PUBLIC AND PRIVATE OPEN SPACES

- OBJECTIVE 5:** Upgrade and maintain public and private spaces and facilities to improve community image.
- STRATEGY 1:** Maintain, improve and expand the system of open spaces in the form of squares, greens, parks and greenways.
- STRATEGY 2:** Develop partnerships to acquire easements, donate or purchase lands to allow access to trails.
- STRATEGY 3:** Develop partnerships to develop public and private open spaces.
- STRATEGY 4:** Provide a system of interconnecting greenways and ecological corridors that connect-agricultural lands, natural areas, and open space.

OBJECTIVES AND STRATEGIES FOR URBAN FORESTRY

- OBJECTIVE 6:** Promote the continued process of planting trees within the City of Nampa.
- STRATEGY 1:** Establish a City Nursery.
- STRATEGY 2:** Promote visual continuity through tree planting, consistent use of shrubs and ground cover and removal of visually disruptive elements on major streets.
- STRATEGY 3:** Encourage the planting of street trees and on-site trees wherever possible.
- STRATEGY 4:** Protect, save and maintain existing street trees and mitigate tree removal.
 - a. Develop guidelines regarding the removal of trees along the public parkway.
 - b. At the completion of construction of each new housing unit a 2” caliper tree should be planted in the front yard.
- STRATEGY 5:** Continue to support the TREE City USA program.

OBJECTIVES AND STRATEGIES FOR PEDESTRIAN ORIENTATION AND ACCESS

- OBJECTIVE 7:** Create a pedestrian friendly environment in residential and commercial districts.
- STRATEGY 1:** Improve, maintain and expand public orientation and access for pedestrians.
- STRATEGY 2:** Develop a sidewalk and crosswalk improvement program to improve pedestrian safety.
- STRATEGY 3:** Continue to rehabilitate public and private infrastructure, facilities and improvements for those with disabilities.

- STRATEGY 4: Create pedestrian friendly features as part of existing and new development such as:
- a. Orient building entrances to sidewalks rather than parking lots where possible;
 - b. Sidewalks should be separated from the public rights - of -ways by planting strips and
 - c. Shade trees should be planted along public rights - of -ways and in parking lots to reduce the impacts of the sun.

OBJECTIVES AND STRATEGIES FOR HISTORIC STRUCTURES

OBJECTIVE 8: Foster recognition, rehabilitation and preservation of historic sites and districts.

STRATEGY 1: Identify historic structures by conducting reconnaissance surveys.

STRATEGY 2: Prepare architectural design guidelines for historic districts.

OBJECTIVES AND STRATEGIES FOR DEVELOPMENT PATTERNS

INFILL

OBJECTIVE 9: Develop standards that will promote attractive infill development, which is compatible with or improves the quality of established neighborhoods.

STRATEGY 1: As new infill and redevelopment occurs the following guidelines should be considered:

- a. Encourage landscape and beautification efforts;
- b. Flexible setbacks should be allowed and
- c. Development should be designed to be visually attractive from the street.

STRATEGY 2: Encourage infill and redevelopment to be pedestrian-oriented

STRATEGY 3: Use design standards and incentives to ensure that new infill and redevelopment are compatible with established development.

STRATEGY 4: Set forth criteria for building design and landscaping.

STRATEGY 5: Develop strategies that encourage infill development such as:

- a. Developing land use overlay polices for infill development;
- b. Modifying application process;
- c. Streamlining application, review and permitting process;
- d. Developing criteria to guide staff in reviewing infill development projects and
- e. Creating a taskforce to develop infill development incentives.

OBJECTIVES AND STRATEGIES FOR NEIGHBORHOODS AND NEIGHBORHOODS REDEVELOPMENT/REINVESTMENT PLANS

OBJECTIVE 10: Build strong, cohesive neighborhoods and communities.

STRATEGY 1: Encourage the development of diverse communities that provide a mix of uses, a variety of employment options, social and recreational opportunities, and an assortment of amenities within walking distance of residential development.

STRATEGY 2: Encourage the development of new neighborhoods that possess their own special sense of place, through attractive design of public places; proximity to schools, parks and other services.

STRATEGY 3: Preserve and enhance the distinct identities and historic character of existing neighborhoods and structures.

OBJECTIVE 11: Develop design standards to promote attractive and walkable communities.

STRATEGY 1: Develop a neighborhood redevelopment plan process that should result in neighborhoods design that:

- a. Include sidewalks that are safe and convenient and streetscapes that are visually interesting;
- b. Require buildings, whether residential, commercial, office or institutional, to be compatible in terms of scale and/or design;
- c. Provide a master plan of neighborhood plans;
- d. Refinement plans should include community design and development standards to ensure that neighborhoods are developed in a manner that promotes neighborhood livability and a pedestrian-friendly environment.

STRATEGY 2: Use neighborhood design standards for new developments within a Neighborhood Redevelopment Plan area.

PEDESTRIAN ACCESS

OBJECTIVE 12: Enhance pedestrian accessibility along public rights-of-ways and within parking lots.

STRATEGY 1: Public rights-of-ways should be accessible to the disabled.

STRATEGY 2: Where appropriate, place sidewalks along public rights-of-ways to provide pedestrian access.

STRATEGY 3: Place walkways within parking lots.

OBJECTIVES AND STRATEGIES FOR PARKING LOT LANDSCAPING, TRAFFIC ACCESS AND OFF-STREET PARKING

OBJECTIVE 13: Expand landscaping guidelines within parking lots.

STRATEGY 1: Provide landscaping and trees within the parking lots and around the building.

OBJECTIVE 14: Develop guidelines to create accessible ingress and egress to and through parking lots.

STRATEGY 1: Develop cross access agreement procedures to reduce the need to access to adjacent development via public streets.

SIGNAGE

OBJECTIVE 15: Revise the sign ordinance in order to avoid visual clutter, that may be harmful to vehicular and pedestrian safety promotes business opportunities and creates an attractive appearance throughout the City.

STRATEGY 1: Protect and enhance scenic views and natural landscapes by avoiding the visual clutter created by excessive signage.

STRATEGY 2: Provide reasonable limits on the magnitude and extent of graphic communication presented to the public.

STRATEGY 3: Signage should not dominate the appearance of the area.

OBJECTIVE 16: Signage should reflect and support the desired character and development patterns of the various zoning districts.

STRATEGY 1: Signs should be appropriate for the specific sign use and its location.

STRATEGY 2: Distinguish between signs that require visibility from automobiles and those that are oriented to pedestrians.

OBJECTIVE 17: Encourage the development of reasonable, orderly and effective sign designs.

STRATEGY 1: Sign standards should be reflective of the uniquely identifiable areas of the community and are compatible to their surroundings.

- a. Revise sign ordinance to encourage monument signs in lieu of pole signs.
- b. Discourage development of billboards and electronic displays in the City.
- c. Maintain and enhance the visual aesthetics of the City.
- d. Promote the use of aesthetically pleasing sign materials, colors and types.
- e. Prevent the use of non-conforming roadside signs on all roads and highways within the City.
- f. Develop guidelines that provide time limits on the use of temporary signs.

- OBJECTIVE 18:** Create a comprehensive sign program that promotes the compatibility of signage with the building design and site plan.
- STRATEGY 1:** Signs should be considered a component of the design concept for the site and building architecture;
- STRATEGY 2:** Sign sizes, proportions and scale contribute to the overall quality of a project;
- STRATEGY 3:** Signs should compliment building details rather than compete with them, such as, signage which extend above the roof line, or cover architectural details, columns, or windows;
- STRATEGY 4:** In most instances, signage should be designed in proportion to its size, location, and background;
- STRATEGY 5:** The utilization of compatible materials for signs is encouraged;
- STRATEGY 6:** Promote building-mounted signage compatible with, and complementary to, building design and architecture;
- STRATEGY 7:** Quality and durable materials should be used for monument type and ground-mounted signs, so that they are not easily damaged;
- STRATEGY 8:** Color and material selection for signs should relate to the color scheme and texture of the building or project materials rather than depend upon “high contrast” factors in order to be effective and
- STRATEGY 9:** Signage should be compatible with land use, location, and special circumstances.
- STRATEGY 10:** Adopt code enforcement regulations that will guide the enforcement the adopted sign ordinance.
- OBJECTIVE 19:** Enhance the economic vitality of existing businesses and industries.
- STRATEGY 1:** Protect and enhance the economic viability of the City’s commercial corridors by assuring aesthetic appeal to businesses and residents alike;
- STRATEGY 2:** Develop safe and effective signage that identifies the establishment of activity that is being considered and
- STRATEGY 3:** Create adequate sign entrance corridors to appropriately welcome visitors to the community and direct them to points of interest and special events.

OBJECTIVES AND STRATEGIES FOR COMMUNITY IMPACTS

GATEWAYS

- OBJECTIVE 20:** Establish and identify City gateways for the City Center District, the Nampa Civic Center, NNU, City neighborhoods (e.g., Old Nampa District), the Lakeview Park District, Nampa Greenways, Lake Lowell, the Idaho Center, the BSU West Campus, Karcher Center area, Nampa/Caldwell Boulevard and entrances into the City.
- STRATEGY 1:** Promote and encourage aesthetically pleasing approaches and entryway to the City through street design, landscaping and signage.
- a. Enhance major gateways into the City to provide a positive first impression;
 - b. Create gateway signage that will enhance the area and improve the City's identity;
 - c. Expand the City entrance signage to all entries into the City;
 - d. Develop a visual gateway to improve the City's identity; and
 - e. Develop a landscaping design and maintenance program all gateways into the community.
- STRATEGY 2:** Support business/City efforts to enhance appearance and character of Nampa/Caldwell Boulevard.
- a. Consider landscaping, trees, sidewalks and other improvements and
 - b. Develop a partnership with the City of Caldwell to implement this program.
- STRATEGY 3:** Develop signage at entrance corridors to appropriately welcome visitors to the Community and direct them to points of interest and special events.

DOWNTOWN NAMPA

- OBJECTIVE 21:** Strengthen and enhance the City of Nampa's downtown area for the citizens of Nampa
- STRATEGY 1:** Implement the Nampa Downtown Streetscape Standards.
- a. Implement streetscapes plan such as , street furniture, surfaces, street trees, kiosks, public art and interpretive signage in designated special areas of the downtown area;
 - b. Implement the proposed Nampa utility program in the downtown;
 - c. Maintain streetscape plan items, including sidewalk paving, trees, planting strips, irrigation, streetlights, and other furnishings; and
 - d. Continue the lighting program for safe traffic circulation in the downtown area.
- STRATEGY 2:** Implement the Central Nampa Revitalization Blueprint Program.
- a. Adopt & commit to Central Nampa Vision;
 - b. Define Central Nampa Development System;
 - c. Initiate Strategic Economic Catalysts;
 - d. Enhance the "Place" Central Nampa; and
 - e. Develop and Implement a Communication Plan.

STRATEGY 3: Conduct a periodic review the Design Review Plan Review Checklist to determine the need for future revisions.

STRATEGY 4: Provide access to the downtown via sidewalks, trails and bike lanes.

COMMUNITY GATHERING PLACES

OBJECTIVE 22: Create public plazas within the City.

STRATEGY 1: Develop a public plaza that has:

- a. Sitting places;
- b. Trees;
- c. Water features;
- d. A place for food;
- e. Easy public access;
- f. Effective Capacity;
- g. Connection to indoor spaces; and
- h. Lighting.

PUBLIC ARTS

OBJECTIVE 23: Support public/private partnership public arts programs.

STRATEGY 1: Cultivate a Healthy Arts Community.

- a. Support the Nampa Arts Council in establishing community arts programs;
- b. Establish Nampa as a leading Northwest community through the encouragement of cultural arts and artistic opportunities;
- c. Integrate artistic aesthetics into community design;
- d. Provide for space in new City construction for public works of art;
- e. Encourage new developments to integrate for works of art into public transition space and common areas;
- f. Work with NAC and other arts organizations to develop community/public art/mural projects to beautify and preserve pedestrian and vehicular rights-of-way; and
- g. Create accessible presentation and work space.

STRATEGY 2: Support the Nampa Arts Commission (NAC), Hispanic Cultural Center (HCC), the Nampa Civic Center (NCC) and other arts organizations in providing accessible arts outreach opportunities for all Nampa citizens.

- a. Work with NAC, the HCC, and other arts organizations to develop artist loft space in the downtown area.
- b. Work with area arts organizations and businesses to develop accessible arts exhibit, performance, rehearsal and office space.

STRATEGY 3: Educate the public of the importance of public art in the community.

STRATEGY 4: Encourage community events, activities and festivals, which celebrate the arts and cultural attributes of the City.

STRATEGY 5: Develop and Implement a plan to preserve and maintain existing public arts works.

VISUAL IMPACTS /PROPERTY MAINTENANCE

OBJECTIVE 24: Identify and determine the visual impacts (weed control), storage (outdoor and trash), lighting and utility structures effect the physical appearance of the City.

STRATEGY 1: Discourage proliferation of visual clutter along public rights-of-ways, such as billboards, signs, dumpsters, power lines and others visual impacts.

STRATEGY 2: Minimize the use of new overhead utility lines.

STRATEGY 3: Develop, maintain and enforce beautification standards for design, property maintenance and landscaping.

OBJECTIVE 25: Properties should be free of unsightly objects, trash and litter and the accumulation of weeds or “deleterious growths.”

STRATEGY 1: Encourage the screening or fencing of all salvage and junkyards.

STRATEGY 2: Residential and commercial outdoor storage should be screened to hide unsightly objects.

STRATEGY 3: Enforce the removal of weeds, junk vehicles and, trash on properties.

OBJECTIVES 26: Reduce the amount of ambient light that filters to adjacent property or in the sky.

STRATEGY 1: Identify the visual impacts of fugitive lighting.

STRATEGY 2: Establish a Dark Sky Ordinance.

EXHIBIT 8-1- COMMUNITY DESIGN IMPLEMENTATION ACTIONS

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
1	Revise the sign ordinance to promote business opportunity, create an attractive appearance throughout the City and avoid visual clutter that may be harmful to vehicular and pedestrian safety.	Planning and Economic Development	Staff
2	Continue to implement the Nampa Downtown Streetscape Standards.	Economic Development, Planning and Public Works	Staff
3	Continue to implement the Central Nampa Revitalization Blueprint Program.	Economic Development, Planning and Public Works	Nampa Development Corporation, Tax increment financing, Economic Development staff,



CHAPTER NINE - PARKS AND RECREATION

9.0 EXECUTIVE SUMMARY

The Parks and Recreation chapter of the comprehensive plan brings together information about the current supply of recreational opportunities and the community demand for them. From this information, strategies and recommendations have been established to guide the community in achieving the recreational objectives of residents and visitors. This technical document attempts to begin this process by providing an inventory of recreational services, programs, facilities, and parks in Nampa and regionally. Exhibit 9-1 and 9-3 list city and regional parks and recreational open spaces, arranged with respect to the agency or jurisdiction responsible for the park.

Parks, pathways, greenways, farms, and other open spaces are important ingredients in the appeal and livability of any community. 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.

Converting underutilized land to parks and gardens can help to revitalize neighborhoods. Public ownership of parcels in key locations can help to increase public access to natural amenities for recreation. Parks and open areas can also be a cost-effective alternative for flood control and storm water treatment.

The City of Nampa developed A Long Range Plan for Park and Recreation in 2001. One successful approach to determine the supply of recreational resources is to ask what specific types of opportunities are demanded by residents and visitors. Recreation researchers have long recognized that personal expectations result in varied choices.

Between February 16 and March 2, 2010, the Nampa Parks and Recreation Department in partnership with the Comprehensive Plan Team conducted a non-scientific roving board community survey regarding parks and recreation needs in the City of Nampa. These recommendations are identified in Section 9.3. The overall goals, objectives, strategies, implementation and recommendations are describe at the end of this chapter.

9.1 CITY OF NAMPA'S 2001 LONG RANGE PLAN FOR PARK AND RECREATION

In order to support growth pressures and continue providing high quality recreation opportunities, the City of Nampa developed *A Long Range Plan for Park and Recreation* in 2001. City leaders and the general public agreed that the recreation plan would provide the necessary goals to plan for recreation development in the future.

The Parks and Recreation Plan identified and evaluated the existing park and open space areas; reviewed the need for additional parkland, open space, pathways and specialized facilities; established criteria and standards for site selection, design, and management of various areas; and recommended an approach to fund these improvements. Public meetings were held to gather information from the public and develop issues and concerns. The proposed park system developed in the plan centered on the premise that a neighborhood or community park will be located within convenient walking distance of most residents. This would form the “core” system of parks and provide the basic active and passive recreational opportunities within the City.

The park system proposed in the Parks and Recreation Plan was designed to achieve several objectives, these include the following:

- Provide neighborhood and community parks within a reasonable bicycling or driving distance of most residents.
- Provide land for specialized facilities such as sports field complex, and additional recreation center and beautification areas.
- Develop of an off-street pathway system that provides linkages between parks and other destination points.

Based upon that plan, 13 new neighborhood and three community park sites would be needed.

9.2 OLD NAMPA DISTRICT NEIGHBORHOOD PLAN

In addition, the *Old Nampa District Neighborhood Plan* completed in 2003 addresses the need for parks, neighborhood meeting spaces, and open space in the Old Nampa Neighborhood District. The plan recommended that the City should acquire land within the boundaries of the Old Nampa District for the purpose of creating small neighborhood parks or open space for a community garden or other public uses determined by the neighborhood.

The plan recommended creating a community facility in an unused commercial building (i.e., Rite Aid) or possibly in the Civic Center. The plan also recommended the development of an on and off-street pathway system through the Nampa core and development of neighborhood watch programs.

9.3 COMMUNITY SURVEY

Between February 16 and March 2, 2010, the Nampa Parks and Recreation Department in partnership with the Comprehensive Plan Team conducted a non-scientific roving board community survey regarding parks and recreation needs in the City of Nampa. The following are the questions and the top responses.

9.3.1 What type of parks does Nampa need?

- Neighborhood parks;
- Pocket parks;
- Active parks;
- Sports complex;
- Passive parks;
- Water park;
- Nature parks and
- Pathway.



9.3.2 Please pick five (5) of the most needed public recreation facilities for Nampa.

- Walking and biking paths;
- Community gardens;
- Covered group picnic shelters;
- Nature park and
- Water park/spray park.



9.3.3 What type of facility amenities are important to you?

- Recycling in parks;
- Shade shelters;
- Dog waste cleanup stations;
- Benches and
- Drinking fountains.



9.3.4 What types of recreation programs and services do we need more of in Nampa.

- Healthy lifestyle programs;
- Social activities (dance, theater, music);
- Family activities;
- Educational classes and
- Weight loss programs.

9.3.5 Obesity is a rising concern, what programs and services would help combat obesity?

- Pathway or park close to home;
- Affordability and access to gym;
- Activities that make working out fun ;
- Education on nutrition and
- Children's program with obesity focus.

9.3.6 How can Nampa be more environmentally friendly in our parks system?

- Connect parks with pedestrian and bike pathways;
- Landscape parks with more native or drought tolerant plants;
- Improve bus or public transportation options to parks and recreation amenities;
- Offer recycling bins in parks and
- Use eco-friendly materials when building parks and park amenities.

9.3.7 How do members of your household receive information about Nampa's parks and recreation programs and services?

- Posters and announcements;
- Flyers in the Nampa Recreation Center;
- Local newspaper;
- Friends or word-of-mouth and
- Internet.

9.3.8 Identify your idea or identify your key project.

- Create a continued non-motorized "greenbelt" pathway;
- Develop more linked pathways for bikes and walking would make traversing the City easier;
- Develop small neighborhood pocket parks;
- Connect bikeway and walkways and pathways to the greenbelt;
- Connect bike paths into downtown;
- Place bike racks downtown;
- Create areas in which people of the community can come together to gather, socialize and learn;
- Create additional bike lanes and
- Place signage on pathways.



PHOTO COURTESY OF
NAMPA PARKS AND RECREATION



PHOTO COURTESY OF
NAMPA PARKS AND RECREATION



9.4 PARKS AND OPEN SPACE BENEFITS

Research from various parks and recreation consultants believe parks and open space in a City can:

- Attract Investment** – Parks and open space create a high quality of life that attracts tax-paying businesses and residents to communities.
- Revitalize Cities** – urban parks, gardens and recreational open space stimulates commercial growth and promote inner-city revitalization.
- Boost Tourism** – Open space boosts local economies by attracting tourists and supporting outdoor recreation.
- Protect Farms** – Protecting agricultural lands safeguards the future of farming economies and communities.
- Prevent Flood Damages** – Floodplain protection offers a cost –effective alternative to expensive flood-control measures.
- Safeguard Environment** – Open space conservation may be an inexpensive way to safeguard drinking water, clean air and achieve other environmental goals.

One way a community can assess and preserve its open space is by developing an open space plan, including an assessment of open space and recreational resources as part of its comprehensive plan. In this process, a community:

- Categorizes and inventories all of its open space parcels by looking at their use and function within the community;
- Prioritizes the open space parcels for protection, and
- Considers the best way to use and protect them.

Open space is not just vacant land, but may also include recreational sites, parks, greenways, active agricultural lands, cemeteries, wetlands, and pathway networks. With a complete inventory of open space parcels, and a plan for prioritizing and protecting key lands, a community can work towards obtaining the financial means to achieve its open space goals.

9.5 EXISTING CONDITIONS

The City of Nampa provides many parks and recreation opportunities as described below.

9.5.1 Greenbelt

The City offers a “rails to trails” path using abandoned railway. In addition, drainage irrigation right-of-ways have been used as pathway sites. There are 57 acres of linear pathways.

9.5.2 Golf

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.

9.5.3 Swimming Pools

Located on 7th Street North, inside Lakeview Park, is the family oriented Lakeview Water Park. Featured is a zero-depth entry beach that is perfect for small children.

Lakeview Water Park has a modern pool house with 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! Lakeview Water Park closes for the season when the new school year begins, typically in late August. This pool was built in 2001.



Lincoln Pool is 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 our spouting, spraying, and shooting on-deck water toys. A separate 1 to 1 ½ foot deep kid's pool is the perfect place for toddlers to enjoy the hot summer days.

A modern pool house has restrooms, showers, and a secured clothing check-in point. This pool is an outdoor seasonal swimming facility that typically opens when the Nampa School District's traditional school year ends and summer vacation begins! Lincoln Pool closes for the season as the new school year begins, typically in late August. This pool was built in 1971 and renovated in 2003.

9.5.4 Fishing Areas

The Wilson Ponds are operated by Idaho Fish and Game Department that are near City limits and easily accessible. The Parks Department has no fishing ponds in City's jurisdiction, but has offered activities at the Wilson Ponds. Other fishing areas include Lake Lowell and many area rivers.

9.5.5 Recreation Center

In the early 1990's Nampa citizens envisioned solutions for several problems: the crowded Senior Center had accessibility problems, teenagers lacked a community gathering place, many recreational opportunities for children were limited to the summer months and people of all ages needed a healthy family-centered place to exercise.



The local people dreamed of a large facility that would meet the community's recreational, educational and fitness needs. City leaders wanted a facility that would inspire pride and become the focal point of Nampa. However, this vision presented many challenges for a City Nampa's size.

Mercy Medical Center surmounted one difficulty by donating a 13-acre site for the building. After the land was secured an innovative method for financing the Center was developed.

In April 1994, the 140,000 square foot Recreation Center opened, featuring a six-pool aquatics center, three gymnasiums, six racquetball courts, a walking/running track, a weight room and exercise equipment, a rock climbing wall, aerobic and gymnastic centers, dance and ballet rooms, art and craft facilities, snack area and a play center. In September of 1994, the Senior Citizen Center wing opened.

In addition to improving the community's health, the Nampa Recreation Center has contributed to the City of Nampa's economic development as businesses have flocked to be close in proximity. Businesses want to locate in a healthy community that offers supreme recreational opportunities.

Listings of park and recreation facilities are identified in Exhibits 9-1, 9-2 and 9-3.

9.5.6 Cemeteries

Kohlerlawn Cemetery is a public cemetery owned and operated by the City of Nampa. Kohlerlawn Cemetery 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 are able to produce a site map using the City of Nampa's Geographic Information System (GIS) data and associated digital pictures that display the interment monument.

9.5.7 City Forestry Programs

The City of Nampa is recognized as a “Tree City USA” and we have a tree advisory board that is made up of volunteers and City staff. The tree ordinance was updated in 2009.

The forestry program is part of the Parks Division and maintains approximately 3,500 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 our 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.

9.5.7.1 Street Rights-of-Ways

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.

Prior to planting a tree in the Right of Way a permit must be obtained. The Forester considers the space available along with other factors such as proximity to neighboring trees and overhead wires. After a careful evaluation of the area is made a tree will be recommend that is appropriate for the property owner’s needs.

Only those trees listed on an individual permit may be planted in the Right of Way area. Receiving guidance from a City Forester will avoid problems with a tree species being planted that may be too large or unsuited for a particular site.

The City also maintains 29 acres of the Karcher interchange parkway.

9.5.8 Active vs. Passive Uses of Open Space

Based upon the community survey, there seems to be a continued demand for active open space for additional youth sports such as soccer, baseball, lacrosse and football. Also there were additional request more space for picnic areas with shelters. There has been significant demand for more picnic areas and shelters. In addition, the City recognizes the importance of adequate passive areas within the park system.

The City conducted their *Long Range Plan for Park and Recreation* in 2001. A parks and facility needs assessment was conducted. The findings and conclusions identified that:

- More parkland is needed to meet future population growth (the consultants comments were based upon a population of 68,600 in 2010);
- No need to provide for mini-parks;
- Fifteen neighborhood parks are needed;
- Three community parks are needed;



- e. One large urban park is needed in south Nampa;
- f. There is a need for an additional community center;
- g. There is a need for 30 acres of linear parks, such as pathways,
- h. landscaped area, viewpoints and seating areas; and
- i. Open space. The study identified buffers, greenway corridors, ecosystems lands (flood control and erosion control areas, streams, ponds or riparian corridors and land that protect wildlife and natural communities could be considered as open space. The study didn't identify any open space other than pathways.

It is important that the City conduct a new Parks and Recreation Plan based upon current population data and community needs. Exhibit 9-3 and 9-4 can assist in a discussion regarding active and passive open space needs or requirements.

9.6 CITY OF NAMPA PARKS AND REGIONAL FACILITIES

9.6.1 Land Acquisitions

The City of Nampa owns two large pieces of property that are designated for park development. One property is 77 acres is located in South Nampa between Scism and Missouri Roads. The second property is 50 acres located in west Nampa on Smith and Midway. Currently, there are no funds to develop the park land. The land is rented for farm ground. The City is lacking parks in the City North of Interstate 84. The City has no undeveloped land north of the freeway, but has had the public express concerns regarding about the lack of facilities in this area.

Exhibits 9-1 and 9-2 are the existing parks within the City limits.

EXHIBIT 9-1 - EXISTING PARKS

No.	Park Name	Address	Acreage	Type of Park
1	City Acres Park	4th Street North & 4th Road North	1.41	Neighborhood Park
2	Dog Park	2900 2nd Street South	5.80	Dog Park
3	Eastside Park	Roosevelt & 21 Street Avenue South	3.18	Neighborhood Park
4	Hunter Park	4th Street North & 9th Street North	0.96	Mini-Park (Pocket)
5	Indian Creek Park	2nd Street North & 17th Avenue North	2.27	Neighborhood Park
6	King's Road Park	Robinhood Loop, West of Kings Road	2.97	Neighborhood Park
7	Lakeview Park	Garrity Blvd. & 16th Avenue North	54.04	Community Park
8	Liberty Park	Greenhurst Road, West of Stonehedge Drive	16.92	Community Park
9	Lions Park	409 Lions Drive	22.49	Community Park/ Lincoln Pool
10	Maplegrove Park	2200 East Karcher Avenue	7.03	Neighborhood Park
11	Maplewood Park	Greenhurst Road West of Stonehedge Drive	2.14	Neighborhood Park
12	Mary Ellen's Meadow Park	2200 E Karcher Avenue	1.94	Neighborhood Park
13	McDonough Park	2200 E Karcher Avenue	11.60	Neighborhood Park
14	Optimist Park	11682 11th Avenue North Ext.	25.00	Community Park
15	Osborne Park	Royal Meadows Drive & Avondale Avenue	15.00	Neighborhood Park
16	Port Meadows Park	East Iowa Avenue & West of Chicago Street	0.44	Mini-Park (Pocket)
17	Skyview Park	1020 Blakeslee Drive	20.81	Community Park
18	Southfork Park	1619 West Iowa	5.26	Neighborhood Park
19	Stampede Park	1218 11th Avenue North Ext.	10.25	Neighborhood Park
20	Starr Park	305 14th Avenue North	0.37	Mini-Park (Pocket)
21	Sunset Oaks Park	Birch Lane & Edgebrook Drive	2.19	Neighborhood Park
22	West Park	27 South Park Drive	35.58	Community Park
23	West Roosevelt Park	West Roosevelt, West of Midland Blvd.	2.71	Neighborhood Park/ Skate Board Park
24	Wilson Creek Park	Hillcrest Way, Adjacent to Wilson Creek	12.53	Neighborhood Park
Total			262.89	

SOURCES: NAMPA PARKS AND RECREATION DEPARTMENT AND THE NAMPA PARKS AND RECREATION PLAN 2001

EXHIBIT 9-2 - EXISTING PARK MAP

Regionally, there many recreation facilities located within a 60 mile radius from Nampa. Some of these facilities are identified in Exhibit 9-3.

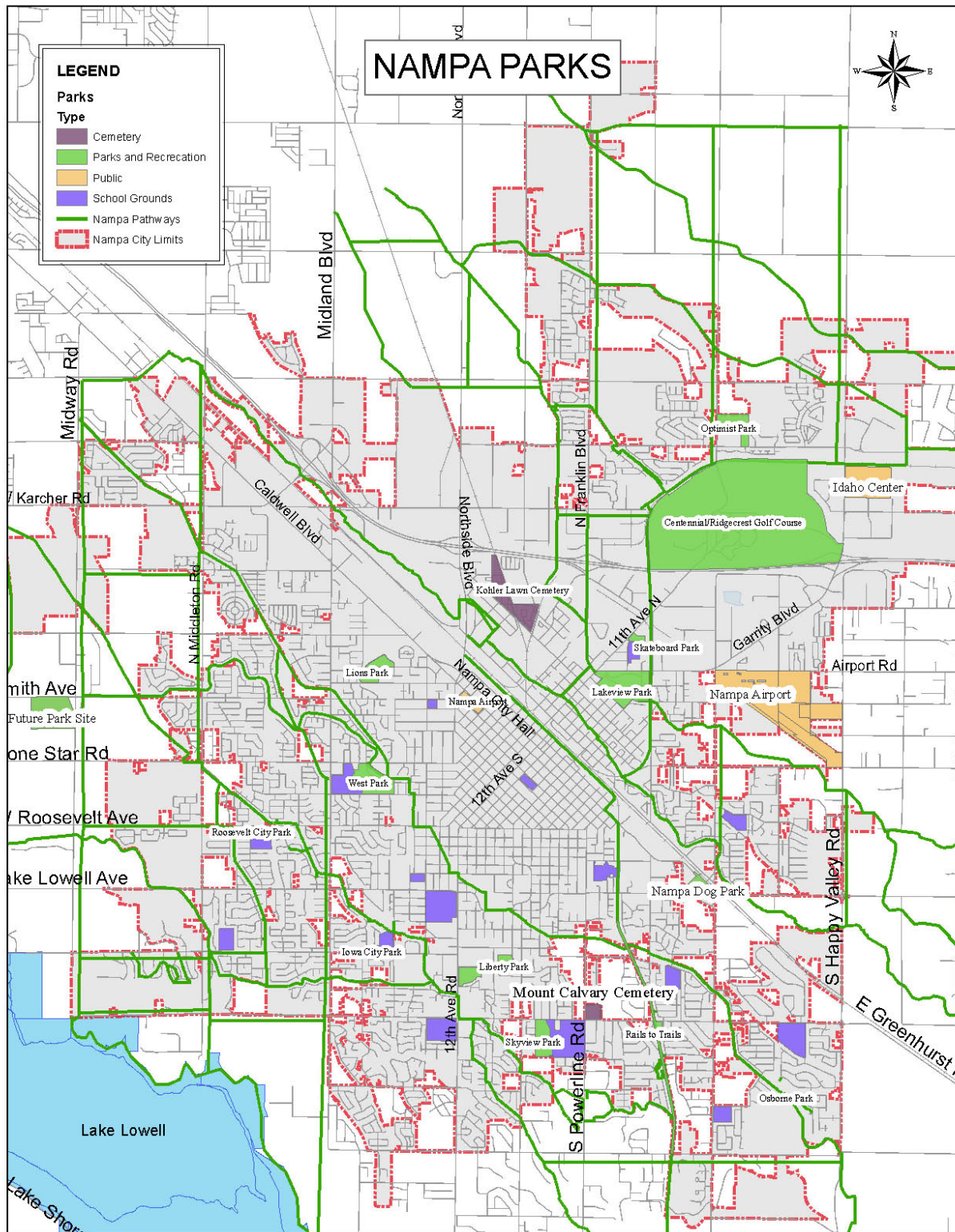


EXHIBIT 9-3 - REGIONAL PARK, RECREATION AND OPEN SPACE FACILITIES

<i>FACILITY/PARK</i>	<i>LOCATION</i>	<i>USES</i>	<i>DISTANCE FROM THE CITY OF NAMPA</i>	<i>OPEN TO THE PUBLIC</i>
Birds of Prey	Ada County	Bird watching	25	Yes
Bogus Basin Ski Resort	Boise County	Skiing	40 miles	Yes, Fees depending on services
Boise National Forest	Boise County	Hiking, camping, fishing, Snowmobile Trails	50 miles	Yes
Celebration Park	Canyon County	Map rock petrograph, Boating,	20	Yes
Deer Flat Refuge	Canyon County	Bird watching, hiking, bird hunting, photography, fishing water sports	1 mile	Yes
Eagle Island State Park	Ada County	Swimming, fishing, horseback riding, hiking,	30 miles	Yes, Fees depending on services
Indian Creek	Canyon County	Fishing	Varies	Yes
Jubilee Park (Pickles Butte)	Canyon County	Bicycling, hiking, motorcycling, parasailing, target shooting	10	Yes
Lake Lowell	Canyon County	Boating, hiking, photography, fishing, water sports	1 mile	No
Payette River	Boise County	Whitewater rafting, kayaking, camping and fishing	50 miles	Yes
Rivers, Creeks and Ponds	Canyon, Ada, Boise, Owyhee, Payette and other Counties.	Fishing, camping, hunting	Varies	Public and private areas, fishing and hunting license needed

SOURCES: NAMPA PARKS AND RECREATION DEPARTMENT AND THE NAMPA PARKS AND RECREATION PLAN 2001

9.7 NAMPA SCHOOL DISTRICT # 131 AND VALLIVUE SCHOOL DISTRICT #139

The Districts offers recreational facilities for school and sports-related activities associated with the current school facilities, which includes the play yards affiliated with the elementary schools and gyms and sport fields affiliated with the various junior and senior high schools.

9.8 THE PLANNING FUTURE PARKS AND RECREATION FACILITIES

Parks are described in many ways and each has a different function and required acreage. The descriptions below will assist the City in determining the types of parks or outdoor activities needed. This list should be used as a guide and not be determined mandatory:

Mini-Park (Pocket): A mini-park is the smallest park classification and is used to address limited or isolate recreational needs. Although in the past, mini-parks were often oriented toward active recreation; the new classification has a broader application that includes both active and passive uses. Examples include picnic areas, arbors, and sitting areas.

Neighborhood Park: Neighborhood parks remain the basic unit of the park system and serve as the recreational and social focus of the neighborhood. They should be developed for both active and passive recreation activities geared specifically for those living within the service area. Accommodating a wide variety of age groups, including children, adults, and the elderly, as well as, special populations are important. Creating a sense of place by bringing together the unique character of the site with that of the neighborhood is vital to successful design.

School Park: By combining the resources of two public agencies, the school-park classification allows for expanding the recreation, social and educational opportunities available to the community in an efficient and cost-effective manner. Depending on the circumstances, school park sites often complement other community open lands. The important outcome in the joint-use relationship is that both the school district and the park system benefit from shared use of facilities and land area. In some cases, school districts may not consider joint use of park facilities due to school security issues.

Community Park: Community parks are larger in size and serve a broader purpose than neighborhood parks. The focus is on meeting recreational needs of several neighborhoods or large sections 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.

Natural Resource Areas: Natural resource areas are lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering.

Greenways: Greenways tie park components together to form a cohesive park, recreation, and open space system. They also emphasize harmony with the natural environment. They allow for uninterrupted and safe pedestrian movement between parks throughout the community. They provide people with a resource based outdoor recreational opportunity and experience, and can enhance property values.

Regional Parks (Sports Complex): Consolidate heavily programmed athletic fields 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 strategically located as a community-wide facility.

Special Use: This classification covers a broad range of parks and recreation facilities oriented toward single purpose use. Special use parks generally fall into three categories: 1) Historic/Cultural/Social Sites-unique local resources offering historical, educational, and cultural opportunities; 2) Recreation Facilities which are specialized or single purpose facilities and 3) Outdoor Recreation Facilities examples including tennis courts, softball complexes and sports stadiums.

Park Trails/Pathways: Park trail/pathways are multi-purpose trail/pathway located within greenways, parks, and natural resource areas. Focus is on recreational value and harmony with the natural environment. They are the most desirable type of trail/pathway because they: 1) Emphasize harmony with the natural environment; 2) Allow for relatively uninterrupted pedestrian movement to and through the City's park system and developed areas, including where possible through commercial and industrial parks, 3) Effectively tie the various parks and recreation areas together to form a comprehensive park and trail/pathway system and 4) protect users from urban development and associated vehicular traffic. Trails/pathways may vary in widths due to the function of the trail/pathway. These are described below:

Type I: Single purpose hard-surfaced trail/pathway for pedestrians and cyclists.

Type II: Multipurpose hard-surfaced trail/pathway for pedestrians, cyclists and equestrians.

Type III: Nature trail/pathway for pedestrians; hard or soft surface.

Connector Trails/Pathways: Multi-purpose trail/pathway that emphasize safe travel for pedestrians to and from parks around the community. The focus is as much on transportation as recreation. The significant difference between connector and trail/pathway pathways lies largely in their location. Park trail/pathway emphasize a strong relationship with the natural environment with the park-like setting, while connector trail/pathway pathways or recreation connector emphasize safe travel for pedestrians and bicyclists to and from parks and around the community. They are separate single purpose hard surfaced trail/pathway pathways for pedestrians or cyclists typically located in rights-of-ways.

On-Street Bikeways: Bikeways are paved segments of roadways that serve to safely separate bicyclists from traffic. They come in the form of bike routes and bike lanes. The distinction between the two is a matter of exclusivity. While bike routes are essentially paved shoulders or segments of the roadway that serve to separate bicyclists from traffic, bike lanes are designated portions of the roadway for the preferential or exclusive use of bicyclists.

All-Terrain Bike Trail, Cross-Country Ski Trail and Equestrian Trails: These trails are similar to park pathways in that they emphasize a strong relationship with the natural environment, although for somewhat different reasons. They are single-purpose loop trails usually located in larger parks and lateral resource areas. They are most often located within natural resource areas, greenways, community parks, and special use facilities, such as golf courses. Single-purpose loop trails usually located in larger parks and lateral resource areas. Loop trails are best with 7-10-miles the standard for ½-day outing and with 10-20-miles the standard for a full day's outing. Since regional and state parks often develop and maintain these types of trails, the need for them at the local level is often limited.

The National Recreation and Parks Association (NRPA) established guidelines on the amount of active and passive recreation facilities that should be provided per capita. The guidelines can be found in Exhibit 4 – Active Recreation Area Guidelines and Exhibit 5 – Passive Recreation Area Guidelines. These are to be view and guidelines and not requirements.

EXHIBIT 9-4 - ACTIVE RECREATION AREA GUIDELINES

TYPE OF PARK OR FACILITY	ACRES
Neighborhood Parks	2.0 acres/1,000 population
Mini-Park (Pocket)	0.25 to 0.5 /acre
Playground Site	2.75 acres/1,000 population
School-Park Site	Variable – depends on function

TYPE OF PARK OR FACILITY	ACRES
Community Parks	3.5 acres/1,000 population
Regional Parks (Sports Complex)	15 acres/1,000 population
Linear Parks (Greenbelt)	1.3 acres/1,000 population
Outdoor Swimming	One Pool/25,000 population
Tennis – Outdoor Basketball – Other Court Sports	1.0 acres /1,000 population
Athletic Field	20 acres, 1/5,000-lighted accommodate 200 people /acre
Basketball Courts	1 acre/5,000 population
Golfing	1-18 Hole Course (120 Acres) per 50,000 population
Football/Soccer Field	2 acres/1,000 population
Indoor Recreation Facility	1 acre/10,000 population
Natural Resource Area (Hiking, Camping or Nature Study)	10 acres/10,000 people
Park Trails/Pathway	To be determined by community
Connector Trails/Pathway	To be determined by community
On-Street Bikeways	To be determined by community
Greenways	To be determined by community
All Terrain Bike Trail, Cross-Country Ski Trail, Equestrian Trails	To be determined by community
Play Areas (Elementary School Ages)	0.5 acres/1,000 population
Dog Parks	Minimum - 3 acres Desirable - 5 acres Maximum – over 5 acres
Special Use	Variable – depends on function
Play Fields (Older Children and Young Adults)	1.5 acres/ 1,000 population
Baseball/ Softball Fields	1/3000 population
Skate Board Park	Plan for- 50% of participates are skateboarders 30% of participates are in-line skaters 20% of participates are bicyclists There are no current national standards or guidelines for Skate Board Parks

SOURCES: NATIONAL RECREATION AND PARKS ASSOCIATION (NRPA), THE SUBDIVISION AND SITE PLAN HANDBOOK AND URBAN PLANNING AND DESIGN CRITERIA

EXHIBIT 9-5 - PASSIVE RECREATION AREA GUIDELINES

TYPE OF PARK OR FACILITY	ACRES
Passive Water Sports - Fishing/Rowing/Canoeing	1 Lake or Lagoon per 25,000 population
Picnicking	4 acres/ 10,000

SOURCES: NATIONAL RECREATION AND PARKS ASSOCIATION (NRPA), THE SUBDIVISION AND SITE PLAN HANDBOOK AND URBAN PLANNING AND DESIGN CRITERIA

9.9 REGIONAL BIKE ROUTES AND PATHWAYS MASTER PLANS

Multiple-use pathways and bike routes should provide residents, property owners, and visitors of the region with safely designed opportunities to experience the natural, cultural and scenic amenities of the area. City parks, public institutions, Boise River, Indian Creek, Lake Lowell, schools, parks, businesses, neighborhoods, areas of commerce and various recreational and entertainment destinations would be a benefit to all residents.

Pathways and Bike Routes Plan can provide:

- Safety – Provide safe routes for cyclists and pedestrians.
- Accessibility – Provide other modes of transportation.
- Recreational – Compliments the park system.
- Air Quality – Non-attainment status.
- Aesthetics – Visually appealing.
- Enhances property values.

9.9.1 Nampa

The City of Nampa is undergoing a bicycle and pedestrian master plan. Discussions have been made with surrounding cities and counties to develop a regional bicycle, trails and pathways system, so that all systems in the two county areas are linked together.

Canyon County Parks, Recreation and Waterways have requested that the City help them meet their mission statement by preserving the natural and cultural resources of Canyon County as recreational and educational opportunities for our citizens and visitors.

The Cities of Caldwell and Meridian have requested that the City develop a plan that will ultimately link the Nampa bicycle, and pathways system with their municipality.

9.10 PARKS, RECREATION AND OPEN SPACE FACILITY NEEDS

The City does not have a regional or nature park within its City limits. Some argue that Lake Lowell and Deer Flat National Wildlife Refuge meets that need. This should be discussed and decided within the updated parks master plan.

The City has identified some of the parks, recreation and open space needs:

- A shortage on sports complexes for youth and adult play, such as soccer, baseball, softball, lacrosse and others;
- The need to provide neighborhood and community parks within a reasonable bicycling or driving distance of most residents;
- Create a bike and pathway plan;
- Develop an off-street pathway system that provides linkages between parks and destinations points;
- Create a variety of park sites, neighborhood, pocket, active passive, water and nature parks;
- Develop more park amenities such as covered group picnic shelters with water and electricity, public area; and
- Create community gardens.

9.11 ASSESSMENT OF PARKS, RECREATION AND OPEN SPACE

Even though the City has parks and recreation needs, Nampa citizens are fortunate to have inherited a park system built by the vision and efforts of previous generations. Today, the Park and Recreation Commission and staff continue on a mission of enhancing Nampa's legacy of diverse parklands; providing greenspace, safe environments, and recreational facilities; and meeting the changing needs of present and future generations.

All comprehensive plans must be periodically analyzed to reflect current conditions, needs and actions required to achieve desired objectives. Nampa is expected to grow again in the near future. New needs and priorities, and different means and allocation of government responsibility to meet needs, may be required which cannot be determined today.

Next steps include, reviewing the population chapter of this document to understand the changing demographics of the community; review the comments identified in the 2010 roving board survey and develop an update of the Parks, Recreation and Open Space Plan that would include items discussed in this chapter and the following issues:

- a. Develop a needs assessment of the community;
- b. Develop standard operating procedures;
- c. Develop parks, recreation and open space standards;
- d. Establish guidelines for open space set asides;
- e. Explore public/private or intergovernmental agreements to set aside and protect open space;
- f. Develop a strategy to preserve, in perpetuity, established parks and land acquired for parks; and
- g. Develop specific park and recreation recommendations.

GOAL 1: Provide an array of parks, open space, bicycle paths, pathways, greenbelts, recreational facilities and programs, that are located throughout the City and are available for all Nampa residents.

OBJECTIVES AND STRATEGIES FOR PARKS, RECREATION AND OPEN SPACE FUNDING

OBJECTIVE 1: Seek innovative funding sources for acquisition, planning, design, construction and maintenance of parks.

STRATEGY 1: Continue to use resources in an efficient manner.

STRATEGY 2: Ensure all City parks are managed and maintained in a cost-effective manner for the enjoyment of the public.

STRATEGY 3: Balance the amount of parkland and proposed facilities with the projected revenues likely to be available for development and maintenance.

STRATEGY 4: Encourage 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 5: Consider joint public-private partnerships, endowments and user fees for acquisition and maintenance of very small parks or specialized park facilities or programs whose high costs or limited potential usage make full public support not feasible.

- STRATEGY 6: Work with the school districts in Nampa and adjacent communities to provide joint school-park sites and programs wherever possible.
- STRATEGY 7: Monitor growth areas to manage general funds, impact fees and donations.
- STRATEGY 8: Obtain the right of first refusal or other agreements for surplus school lands or other sites.

OBJECTIVES AND STRATEGIES FOR PARKS

OBJECTIVE 2: Develop parks that meet the needs of the citizens of Nampa.

- STRATEGY 1: Provide development incentives for the provision of smaller parks in new residential, mixed-use and commercial developments.
- STRATEGY 2: Update and maintain existing parks and facilities to meet regulatory, safety and quality standards.
- STRATEGY 3: Consider population and housing densities when acquiring future lands for parks and recreation.
- STRATEGY 4: Ensure that parks are ADA accessible.
- STRATEGY 5: Place a priority on locating neighborhood parks in conjunction with school sites.

OBJECTIVES AND STRATEGIES FOR DEVELOPED AND NATURAL PARKS

OBJECTIVE 3: Develop a system of natural parks made up of a variety of park typologies each offering recreational and open space opportunities to meet the demands of growth.

- STRATEGY 1: To encourage the City to develop working relationships with other agencies/entities to establish and protect open space.
- STRATEGY 2: Place native plants and xeriscape plants in parks, where appropriate.
- STRATEGY 3: Reduce impacts to waterways, wetlands, and scenic and historic areas by including these areas in the park and open space system, when possible.
- STRATEGY 4: Use natural open space as a framework for enhancing other land uses, linking all parks and open spaces to the maximum extent possible.

OBJECTIVES AND STRATEGIES FOR RECREATION FACILITIES

- OBJECTIVE 4:** Provide a diverse recreation system of facilities for all Nampa citizens.
- STRATEGY 1:** Support future recreation facility development on the north side of Interstate 84.
- STRATEGY 2:** Create a Sports Complex that provides opportunities for baseball, softball, lacrosse, soccer and skateboarding.
- STRATEGY 3:** Support increasing recreational opportunities for Nampa's senior population.
- STRATEGY 4:** Create recreation programs that will help to fight obesity.

OBJECTIVES AND STRATEGIES FOR A SYSTEM OF BIKEWAYS AND PATHWAYS

- OBJECTIVE 5:** Provide a system of bikeways, pathways system that connects residents to live, work and play activities.

BIKEWAYS

- STRATEGY 1:** Place bike racks in parks and other destination sites.
- STRATEGY 2:** Connect bikeways and pathways.
- STRATEGY 3:** Consider hiring a bicycle/pedestrian coordinator.
- STRATEGY 4:** Consider hiring a landscape architect for the parks and recreation department.
- STRATEGY 5:** Partner with Canyon County, the cities of Caldwell and Meridian to identify and create opportunities for cross-county bicycle and pathway system.
- STRATEGY 6:** Support strategies of the Nampa 2011 Bicycle and Pedestrian Master Plan.
- STRATEGY 7:** Include bicycle parking requirements in business design standards.

PATHWAYS

- STRATEGY 1:** Develop multi-use pathways in accordance to the standards of the Nampa Bicycle and Pedestrian Master Plan.
- STRATEGY 2:** Coordinate the planning of pathways with the Safe Routes to Schools efforts.
- STRATEGY 3:** Coordinate the planning of pathways with the surrounding communities to ensure future connectivity and coordination efforts.

- STRATEGY 4: Ensure all development to provide developed pathways for connections to Nampa's public pathway system and/or adjoining development's public pathway system.
- STRATEGY 5: Provide adequate parking and public facilities along greenbelts and pathway systems.
- STRATEGY 6: Provide safe crossing zones for users at intersections.
- STRATEGY 7: Establish signage, mileage and points of interest signage program for pathways.
- STRATEGY 8: Continue to work with the irrigation districts to obtain 20-40-feet on each side of the canals and ditches through the City and the Area of Impact for future pathway connections.

OBJECTIVES AND STRATEGIES FOR OPEN SPACE

- OBJECTIVE 6: Create, preserve, and enhance parks, hiking trails, active and passive recreation facilities.
- STRATEGY 1: Provide a system of interconnecting greenways and ecological corridors that connect-agricultural lands, natural areas, and open space.
- STRATEGY 2: Preserve and protect open space, unique natural areas, wetlands, water, scenic views, areas of natural beauty, and the urban/rural character of City.
- STRATEGY 3: Explore, support and cooperate with innovative methods of preserving open space and creating a visual separation between Nampa and other cities.
- STRATEGY 4: 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.
- STRATEGY 5: Support the enhancement of public access on the southside of the Deer Flat National Wildlife Refuge.

OBJECTIVES AND STRATEGIES FOR WATERWAYS

- OBJECTIVE 7: Ensure that recreational waterway activities are safe, and negative impacts on nearby residential areas, shorelines, water quality and other water resources, are minimized.
- STRATEGY 1: Provide for and maintain an appropriate level of public access to waterways within the City of Nampa.
- STRATEGY 2: Work with Canyon County to ensure that Lake Lowell rules and regulations are properly enforced and maintained.
- STRATEGY 3: Support the enhancement of public access to Lake Lowell.

- STRATEGY 4: Work with agencies to ensure that Lake Lowell, Indian Creek and shorelines can be used for a variety of active and passive recreational activities.
- STRATEGY 5: Support the appropriate level of public access and recreational activity on area waterways should be determined through more detailed planning activities.
- STRATEGY 6: Consider day lighting Indian Creek, where appropriate.
- STRATEGY 7: Place walking and/or bike paths along waterways.
- STRATEGY 8: Make beautification improvements to Mason Creek and Lakeview Park waterway.

OBJECTIVES AND STRATEGIES FOR GATEWAYS

- OBJECTIVE 8: Identify gateway entries into the City of Nampa.
- STRATEGY 1: Develop a Gateway Master Plan.

EXHIBIT 9-6 – PARKS AND RECREATION IMPLEMENTATION ACTIONS

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
1	Update the 2001 Nampa Parks and Recreation Master Plan.	Parks and Recreation	Staff Time/Cost to conduct study
2	Explore public/private or intergovernmental agreements to set aside and protect open space.	Parks and Recreation	Staff Time
3	Develop strategies to preserve, in perpetuity, established parks and land acquired for parks.	Parks and Recreation	Staff Time/Cost to conduct study
4	Establish guidelines for open space set asides.	Parks and Recreation	Staff Time
5	Develop Gateway Master Plan.	Parks and Recreation	Staff Time/Cost to conduct study



CHAPTER TEN - SCHOOLS AND TRANSPORTATION FACILITIES

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.

The unique needs and goals of private schools, charter schools (Section 10.9 and 10.10), and institutions of higher learning (Section 10.11), should also be considered in the planning effort. The goals, objectives, strategies, implementation and recommendations will guide the City planning for future infrastructure needs. Developers and city staff should coordinate closely with school districts, private and charter schools, and institutions of higher learning before and during the development process. This Comprehensive Plan highlights the importance of partnering more closely with school districts to meet demands of the growing population. School districts should place schools so that students can safely and efficiently access the facilities. By partnering with the City, developers, and existing neighborhoods, school districts can help meet the facility and recreational needs and can contribute to the culture of an area.

10.1 SCHOOL DISTRICTS

Historically, school districts plan and design their facilities and then contact their municipality to request sewer, water and other services. In some cases, sewer and water may not be available at their proposed site and the City would have to extend those services. The legislature wanted cities and school districts to work and plan together. This could reduce costs to both the school district and the municipality.

In addition, newer school facilities have caused significant concerns pertaining to safety and accessibility. Often schools are not easily accessed from nearby residential subdivisions. Schools are often not located within a reasonable walking distance from student's homes, thus resulting in more vehicle traffic, pollution, and safety concerns. Several schools have been developed where neighboring parcels do not have sidewalks and therefore create safety concerns for students walking to school as they compete for space with vehicles.

Schools may not be sufficiently located near residential subdivisions as the school district may look for donated or very inexpensive land. This may place school sites on the City's fringe further away from the patrons of the schools.

Nampa's Planning and Zoning Department notifies the Nampa and/or Vallivue School Districts of residential subdivision development when a preliminary plat is submitted by the developer. School Districts, have expressed a desire to be notified earlier in the process about any potential residential development.

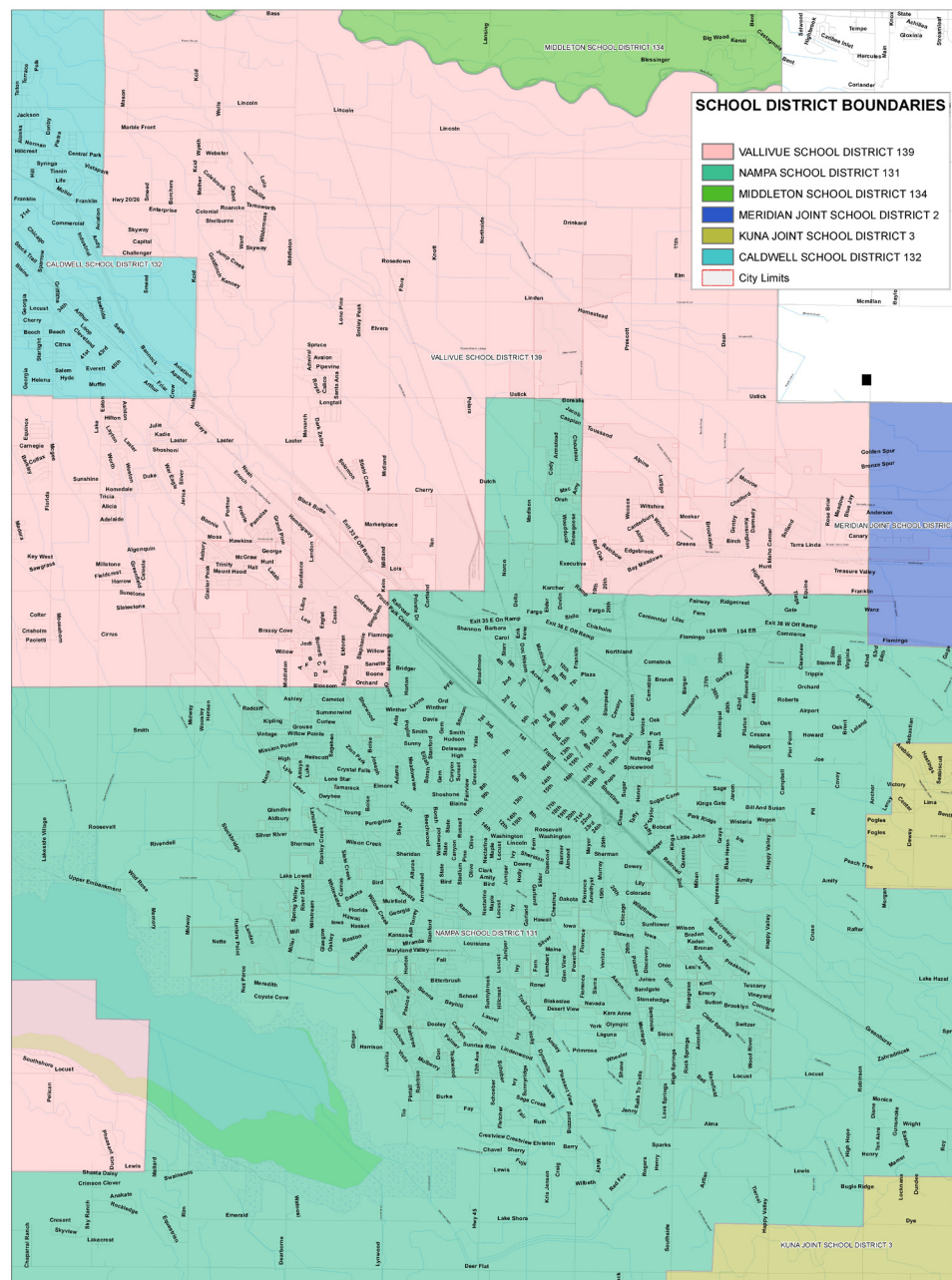
The Planning and Zoning Staff have agreed to encourage developers to contact the school district as soon as they are aware of a potential development, but this is not necessarily a remedy as some developers do not contact the City early on. There is not a sufficient trigger for staff to encourage developers to make the contact, neither is there any incentive or requirement for the developer to make the contact or coordinate with the district. Also,

there is no requirement that the school district has to provide the developer any information. City officials may wish to discuss this process with the school districts and have at minimum on-going discussions periodically to ensure collaboration and coordination.

This chapter discusses current conditions of educational attainment, student enrollment, physical inventory, capacity and the movement of students.

The City of Nampa, as depicted on Exhibit 10-1, is located within the Nampa School District #131 and parts of the Vallivue School District. The southern boundary of the district extends to Big Foot Road, several miles beyond the Area of City Impact. Discussions regarding the district include students who reside outside the City limits. The Kuna and Meridian School Districts have small portions of their boundaries within the Nampa City limits or Area of City Impact, but no structures are within these boundaries.

EXHIBIT 10-1 – SCHOOL DISTRICT MAP



Since institutions of higher learning are important to the City of Nampa, descriptions of Northwest Nazarene University (NNU) and College of Western Idaho (CWI) have also been included.

10.1 EDUCATIONAL ATTAINMENT

The level of education for the Nampa population aged 25 and older was provided by the 2010 census. As of 2010, 83.3 percent of Nampa's residents obtained a high school education. About 13 percent of the City's population had a bachelor degree. Those with less than a ninth grade education comprised about 8 percent of the City's population as shown in Exhibit 10-2.

EXHIBIT 10-2 – 2010 CITY OF NAMPA EDUCATIONAL ATTAINMENT (POPULATION 25 AND OLDER)

ATTAINMENT LEVEL	NUMBER OF PERSONS	PERCENT OF TOTAL
Age 25+ Population	114,575	100
Grade K - 8	9,206	8.0%
Grade 9 - 12	10,015	8.7%
High School Graduate	37,900	33.2%
Some College, No Degree	29,472	25.7%
Associates Degree	7,936	6.9%
Bachelor's Degree	14,746	12.9%
Graduate Degree	5,300	4.6%

SOURCE: 2010 CENSUS

10.2 SCHOOL ENROLLMENT –NAMPA SCHOOL DISTRICT #131

Nampa School District #131 has seen an increase in student enrollment of 36.3 % over the past ten years as shown in Exhibit 10-3. Future projections are not available.

EXHIBIT 10-3 - 2000 TO 2010 NAMPA SCHOOL DISTRICT #131 STUDENT ENROLLMENT BY GRADE

GRADE	2000	2010	2000 TO 2010 PERCENT CHANGE
Preschool	148	134	-9.5*
Kindergarten	954	1262	32.3
First	946	1264	33.6
Second	884	1166	31.9
Third	962	1213	26.1
Fourth	946	1196	26.4
Fifth	887	1192	34.4
Sixth	852	1203	41.2

GRADE	2000	2010	2000 TO 2010 PERCENT CHANGE
Seventh	843	1182	40.2
Eighth	764	1109	45.2
Ninth	792	1122	41.7
Tenth	768	1038	35.2
Eleventh	670	897	33.9
Twelfth	586	882	50.5
Teen Parent	49	47	-4.1*
Alternate	101	221	118.8*
Total	11,152	15,128	36.3

SOURCE: NAMPA SCHOOL DISTRICT #131, NOT PART OF TOTAL*

10.3 FACILITY LOCATION

The Nampa's School District's inventory consists of 15 elementary schools, four middle schools, and three high schools. Constructed in 1926, Central Elementary School is the oldest elementary school in the district. Lake Ridge is the newest elementary school in the district and was built in 2009. New Horizons School is a dual language school that was built in 2010. In the last decade, Nampa School District opened seven new elementary schools, two new middle schools, and one new high school. Remodels were done in several other schools.

Both South and West middle schools were originally constructed in 1971. Additional square footage for classrooms has been added since that time. East Valley Middle School opened in 2003 and Lone Star Middle School opened in 2009.

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. Skyview High School was built in 1997. Four portable classrooms were added, during the late 1990's. An eight-classroom addition was completed in 2000. Columbia High School opened in 2006.

The school district's administrative office is located at 619 South Canyon Street. Additional facilities include a teen parent school, an alternative high school, a warehouse, and a nutrition service center. The Nampa School District also has authorized the Idaho Arts Charter School. This is a K-12 charter school focusing on the arts.

Nampa School District #131 has 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).

Exhibit 10-4 describes the acreage needed when the district wishes to secure new property for school development, while Exhibit 10-5 describes the Nampa School District #131 building inventory.

EXHIBIT 10-4 - NAMPA SCHOOL DISTRICT # 131 ACREAGES

NAMPA SCHOOL DISTRICT #131	MINIMUM ACREAGE
Elementary School	15
Middle School	30-40
High School	60

SOURCE: NAMPA SCHOOL DISTRICT #131

EXHIBIT 10-5 - 2010 NAMPA SCHOOL DISTRICT #131 FACILITY INVENTORY

	<i>FACILITY</i>	<i>LOCATION</i>	<i>YEAR BUILT</i>	<i>SQUARE FOOTAGE</i>	<i>SITE ACREAGE</i>
1	Nampa Early Childhood Center	615 Burk Lane	2008	(shares Lake Ridge	15
2	Centennial Elementary	522 Mason Lane	1975	47,386	20
3	Central Elementary	1415 5th Street South	1926	60,983	5
4	Endeavor Elementary	2824 E. Victory Rd	2007	68,870	13
5	Greenhurst Elementary	1701 Discovery Place	1989	63,498	15
6	Iowa Elementary	626 West Iowa Avenue	1995	66,980	12
7	Lake Ridge Elementary	615 Burk Lane	2008	68,870	15
8	New Horizons School	5226 Southside Blvd	2010	68,870	15
9	Owyhee Elementary	2300 West Iowa Avenue	2002	65,967	14
10	Park Ridge Elementary	3313 Park Ridge Drive	1995	68,828	12
11	Ronald Reagan Elementary	3400 Southside Boulevard	2002	65,967	12
12	Franklin D. Roosevelt Elementary	1900 West Roosevelt Avenue	2002	65,967	12
13	Sherman Elementary	1521 East Sherman Avenue	1995	66,980	12
14	Snake River Elementary	500 Stampede Drive	1997	56,290	10
15	Sunny Ridge Elementary	506 Fletcher Drive	1969	58,128	15
16	Willow Creek Elementary	1580 Smith Avenue	2005	68,862	12
17	East Valley Middle School	4085 E. Greenhurst Road	2003	132,899	30
18	Lone Star Middle School	11055 Lone Star Road	2007	139,075	30
19	South Middle School 299	West Greenhurst Road	1971	118,111	26
20	West Middle School	28 South Midland Avenue	1971	114,164	30
21	Columbia High School	301 S. Happy Valley Road	2006	269,976	60
22	Nampa High School	203 Lake Lowell Avenue	1956	265,477	40
23	Skyview High School	1303 East Greenhurst Road	1997	225,959	50
24	Ridgeline Alternative High School	94 North Canyon Street	1952	35,929	2
25	Parkview Alternative High School	609 15 th Avenue N.	1963	13,569	1
26	Warehouse	12 15 th Avenue S.	1927	37,982	2

	<i>FACILITY</i>	<i>LOCATION</i>	<i>YEAR BUILT</i>	<i>SQUARE FOOTAGE</i>	<i>SITE ACREAGE</i>
27	Nutrition Service	8076 E. Executive Drive	2006	23,234	2
28	District Office	619 South Canyon Street	1966	19,052	2
29	Technology Center	1002 Front Street	na	19,000	1
30	Block Building storage	920 Lake Lowell Avenue	na	9,300	1.5

SOURCE: NAMPA SCHOOL DISTRICT #131

10.4 VALLIVUE SCHOOL DISTRICT # 139

Vallivue School District # 139 had its early beginnings as thirteen rural school houses 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 now consists of six elementary schools, two middle schools, one high school, and one middle school and alternative high school. The district covers 143 square miles, bordering Middleton School District to the north, and Nampa and Meridian School Districts to the east.

The growth in the number of students enrolling in the Vallivue School District # 139 has been steadily increasing. With area growth the need for additional schools within the district is ever increasing. As a result Vallivue School District # 139 has embarked on a number of construction projects to keep pace with the increasing population.

10.4.1 Vallivue School District # 139 Future Facility Policies

- A new school should be at least one-mile away from a police/fire station.
- The most desirable location for a new school is located along a collector. Arterial highways and local streets should be avoided.
- Acreage.

Exhibit 10-6 describes the acreage needed when the district wishes to secure new property for school development, while Exhibit 10-6 describes the Vallivue School District # 139 building inventory.

EXHIBIT 10-6 - 2010 VALLIVUE SCHOOL

<i>VALLIVUE SCHOOL DISTRICT # 139</i>	<i>MINIMUM ACREAGE</i>
Elementary School	15
Middle School	30-40
High School	60

SOURCE: VALLIVUE SCHOOL DISTRICT #139

- A developer owning land in the general vicinity of a future school site will be required to speak with school officials prior to filing a development application.
- The most desirable zoning districts for a new school shall be any residential district. Schools should not be located within commercial, industrial or institutional districts.

10.5 SCHOOL ENROLLMENT -VALLIVUE SCHOOL DISTRICT #139

Vallivue School District # 139 has seen an increase in student enrollment of over 189% over the past ten years as described in Exhibit 10-7. Future projections are not been available.

EXHIBIT 10-7 - 2000 TO 2010 VALLIVUE SCHOOL DISTRICT #139 STUDENT ENROLLMENT BY GRADE

GRADE	2000	2010	2000 TO 2010 PERCENT CHANGE
Preschool*		50	
Kindergarten*	313	625	215
First	247	605	244
Second	297	630	203
Third	267	570	213
Fourth	271	550	202
Fifth	275	575	209
Sixth	277	536	193
Seventh	257	480	187
Eighth	283	480	169
Total**	3,595	6,800	189

SOURCE: VALLIVUE SCHOOL DISTRICT #139, JUNE 2011. LOCATED ON THE SAME CAMPUS.*
THE TOTAL INCLUDES HIGH SCHOOL**

The Vallivue School District #139 doesn't have any high schools in the Nampa City Limits.

10.6 FACILITY LOCATION

Vallivue School District #139 has 4 elementary and one junior high school within the Nampa City limits. Exhibit 10-8 describes the inventory of school facilities.

EXHIBIT 10-8 - 2010 VALLIVUE SCHOOL DISTRICT #139 FACILITY INVENTORY IN NAMPA

	<i>FACILITY</i>	<i>LOCATIONS</i>	<i>YEAR BUILT</i>	<i>SQUARE FOOTAGE</i>	<i>SITE ACREAGE</i>
1	Birch Elementary School	6900 Birch Lane	2000	65614 +3920*	15.56
2	Desert Springs Elementary School	18178 Santa Ana Ave.	2007	68836 +1100*	38.07**
3	East Canyon Elementary School	18408 Northside Blvd.	1972	60934 +3920*	10.00
4	Lakevue Elementary School	12843 Cirrus Drive	2008	73554	11.03
5	Sage Valley Middle School	18070 Santa Ana Ave.	2007	13600	**

SOURCE: VALLIVUE SCHOOL DISTRICT #139, JUNE 2011, ADDED NUMBERS ARE PORTABLES*, DESERT SPRINGS ELEMENTARY AND SAGE VALLEY MIDDLE SCHOOLS ARE ON THE SAME PROPERTY. **

The Vallivue districts offices are located at 5207 S. Montana Avenue, Caldwell. The district is not looking at any new school facilities in Nampa in the near future.

10.7 CITY OF NAMPA CHARTERED OR PRIVATE SCHOOLS

There are nine chartered or private schools in Nampa as describe in Exhibit 10-9 and Exhibit 10-10. Children are also home schooled.

EXHIBIT 10-9 - 2010 - CITY OF NAMPA PRIVATE SCHOOLS

	<i>SCHOOL</i>	<i>LOCATION</i>
1	Hope House Inc. - Christian Academy	11461 Lone Star Road
2	Nampa Christian Elementary	439 West Orchard Avenue
3	Nampa Christian Middle School & High School	11920 West Flamingo
4	Northwest Children's Home Education Center	504 East Florida Avenue
5	Saint Paul's School	1515 8th Street South
6	Zion Lutheran School	1012 12th Avenue South

EXHIBIT 10-10 - 2010 - CITY OF NAMPA CHARTER SCHOOLS

	<i>SCHOOL</i>	<i>LOCATION</i>
1	Idaho Arts Charter School	1220 5th St N.
2	Victory Charter School	9779 Kris Jensen Lane
3	Liberty Charter School	9955 Kris Jensen Lane
4	Legacy Charter School	4015 S. Legacy Way

10.8 MOVEMENT OF STUDENTS

10.8.1 Safe Routes to Schools

As part of the Safe Routes to School, funding Nampa received, at least one school has analyzed the barriers of getting kids to safely walk and bike to the school. Additional funding through the program will allow a coordinator to develop a City-wide analysis and plan from which future infrastructure funding can be dedicated to highest priority projects.

The City of Nampa Bicycle and Pedestrian Master Plan, developed in 2011, will identify projects to improve connectivity and access to schools.

10.9 CITY PARTNERSHIPS

The Nampa Public Works Department discovered that current law requires a school district to do an analysis of pedestrian and bicycle accessibility to a school before it is approved for construction. This requirement has not been enforced in the past, and its enforcement could encourage better access and proximity. One way to encourage better coordination with the school districts is for the City ordinance to require a School District Study at the time of Preliminary Plat submittal. This would require the developer to coordinate with the school district even before a formal meeting with the City. The City would need to coordinate with the School District to ensure that the District will cooperate with the requirement.

10.9.2 Transportation

Brown Bus Company continues to provide school bus transportation for the Nampa and Vallivue School Districts (www.brownbuscompany.com). The Brown Bus Company follows standard school bus stop laws:

- a. Vehicles may not pass until the flashing red lights and signals are turned off.
- b. Drivers traveling in the same direction as the bus are always required to stop.
- c. Drivers moving in the opposite direction on a two-lane or two-lane (with center turn lane) are required to stop.
- d. Never pass on the right side of the bus, where children enter or exit. This is illegal and can have tragic results.

The location of proposed bus stops is a continued concern of the school district and its patrons. To receive local input, it is important for that school bus stop locations are reviewed as part of the subdivision review process. As part of any reviewing process, school bus stops should not be hidden by landscaping and should be illuminated.

During discussions with Brown Bus Company, they stated that they would prefer not to drive into subdivisions.

10.10 INSTITUTIONS OF HIGHER LEARNING

Nampa is home to two Institutions of Higher Learning: Northwest Nazarene University (NNU) and a College of Western Idaho (CWI).

10.10.1 Northwest Nazarene University (NNU)

Northwest Nazarene University, a Christian comprehensive university, that offers over 60 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. Their 85-acre campus located at 623 Holly Street in mid-Nampa.

10.10.2 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 50 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.

10.10.3 Other Insitutes For Higher Learning

Nampa is served by the following colleges and universities in the Treasure Valley: Carrington College, Boise Bible College, Boise State University, Brown Mackie College, College of Idaho, George Fox University, ITT Technical Institute, Steven-Henager College, Treasure Valley Community College and University of Phoenix.

SCHOOLS AND TRANSPORTATION FACILITIES GOALS, OBJECTIVES, AND STRATEGIES

GOAL 1: Promote a proactive and forward looking environment for providing access to and involvement in high quality educational opportunities for all Nampa residents.

OBJECTIVES AND STRATEGIES FOR PUBLIC AND PRIVATE SCHOOL SITE DEVELOPMENT

- OBJECTIVE 1:** Plan for well located schools, which are convenient, easily accessible, safe, a part of cohesive development, and are considered the focal point of the neighborhood.
- 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:** Identify, when feasible, those future school sites in conjunction with the school districts prior to the development of the surrounding area.
- STRATEGY 3:** Encourage new development to consider schools into the design of developments.
- OBJECTIVE 2:** Recognize and support the demand for all educational opportunities within the community, including public schools, charter schools, private schools, home schools, and higher education in the community.
- STRATEGY 1:** Encourage City leadership and various institutional leadership to meet annually to discuss community issues and how to partner together to meet the needs of the community.

OBJECTIVES AND STRATEGIES FOR INSTITUTIONS OF HIGHER LEARNING

- OBJECTIVE 3:** Work with institutions of higher learning in order for them to comply with City ordinances.
- STRATEGY 1:** Support expansion of evening course offerings at NNU and CWI to give Nampa residents greater access to college degree programs outside of normal business hours.
- STRATEGY 2:** Support the expansion of NNU and CWI and all other post secondary programs available to community residents.
- STRATEGY 3:** Establish a higher education zoning classification if needed.

OBJECTIVES AND STRATEGIES FOR TRANSPORTATION FACILITIES

- OBJECTIVE 4:** Work with local bus transportation company to provide safe pickup and drop off sites.
- STRATEGY 1:** Encourage the connection of existing stub streets and pathways to new subdivision development.
- STRATEGY 2:** Encourage all new schools to do an analysis of pedestrian and bicycle accessibility to the school prior to approval of the construction plans.
- STRATEGY 3:** Encourage City leadership and school districts leadership to meet annually to discuss community issues.
- STRATEGY 4:** Establish a task force to identify unsafe transportation conditions adjacent to schools and develop action plans to remedy those conditions.
- STRATEGY 5:** In conjunction with the school districts, create and implement a neighborhood school concept, which minimizes busing, reduces traffic congestion, and reduces air pollution.
- STRATEGY 6:** Work with the school districts to site elementary schools in locations that are safe, easily accessible and provide adequate street frontage.

OBJECTIVES AND STRATEGIES FOR SCHOOL INFRASTRUCTURE

- OBJECTIVE 5:** Partner with school districts to coordinate planning for the location of school sites and parks.
- STRATEGY 1:** Increase the coordination between the City, the county and the school districts in new development proposals and in existing infrastructure.
- STRATEGY 2:** Work with the Safe Routes to School task force to ensure consistency and coordination.
- STRATEGY 3:** School district should develop a study to determine how students will move to a from the school site.

EXHIBIT 10-11- SCHOOLS AND TRANSPORTATION FACILITIES IMPLEMENTATION ACTIONS

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
1	Review and modify appropriate City ordinances as necessary to ensure the ability to enforce appropriate pedestrian and vehicular connections to existing and future school sites.	Planning and Public Works	Staff Time
2	Review and modify appropriate City ordinances as necessary to ensure the siting of schools are in locations that are safe, easily accessible and provide adequate street frontage.	Planning and Public Works	Staff Time
3	Review and modify appropriate City ordinances to ensure to 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.	Planning	Staff Time
4	Determine if school sites should be reviewed as a conditional use permit.	Planning	Staff Time



CHAPTER ELEVEN - CULTURAL AND HISTORIC SITES

11.0 EXECUTIVE SUMMARY

Nampa comprises a number of architecturally and historically significant buildings, sites, and cultural resources that continue to reinforce the character of the City. There are numerous public and private (including not-for-profit) organizations whose purpose is to preserve and enhance these important resources.

There are four designated historic districts, North Nampa, the University, the Old Nampa and Old Town Districts and over 80 historic buildings throughout the City. Nine historic buildings are on the National Historic Register. Three ecological sites: Lakeview Park, Lake Lowell, and Deer Flat Refuge are within the City or south of the Area of City Impact. In addition, the Snake River Canyon Scenic Byway bypasses the city limits.

Cultural sites and activities, such as the Hispanic Cultural Center of Idaho, Warhawk Air Museum, Snake River Stampede and visual, performing, and literary arts, such as performances at the Nampa Civic Center, Northwest Nazarene University and the Idaho Center and Horse Park are also integral to the character of the community.

Cultural and Historic Sites “Special Areas and Sites” are defined as areas, sites or structures of historical, archaeological, architectural, ecological, or scenic significance. It is important to preserve and enhance this mixture of architectural styles and eras that maintain a sense of historic continuity and link with the past. The rehabilitation of Nampa’s historic buildings will require public support and review combined with private efforts.

Nampa has a historic legacy worth preserving. One of its most prominent historic buildings is the former Union Pacific Railroad Depot built in 1903. 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 the City continues to grow, it should designate and protect those sites and areas that are important to the City’s heritage and its character. It is important to preserve elements of the City’s heritage, as envisioned by those who participated in the planning process.

The preservation of Special Areas or Sites should take place in a manner that reflects harmony with their natural environment and recognized qualities, which render them distinctly unique. Unless historically significant structures within the City are identified and preserved, they may be subject to insensitive renovation or demolition.

11.1 HISTORICAL BACKGROUND

Nampa began its life in the early 1880s with the Oregon Short Line Railway began operations. The Oregon Short Line Railway was a rail line that was constructed through the states of Wyoming, Idaho, Utah, Montana and Oregon. The line was organized as the Oregon Short Line Railway in 1881 and was a subsidiary of Union Pacific Railway. Union Pacific intended the line to be the shortest route from Wyoming to Oregon with the line construction occurring from Granger, Wyoming, to Huntington, Oregon while passing through Nampa. As time passed, more railroad lines sprung 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. In spite of 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 to 50 homesteads. 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 running true north and south, Nampa’s historic roads run perpendicular to the railroad tracks that travel northwest to southeast through the town. Thus, the northside is really the northeast side of the tracks, and the southside is really the southwest side of the railroad tracks.

11.2 ARCHAEOLOGY

No archaeological sites have been identified in the City.

11.3 ECOLOGICAL

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 City 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 Reclamation (BOR). Wildlife is abundant at the site. (See Natural Resources, Chapter 13 for more information).

11.4 SNAKE RIVER CANYON SCENIC BYWAY

The Snake River Canyon Scenic Byway highlights the rich agricultural heritage of Canyon County and the farmers and ranchers who work the land, provide food for communities, and contribute an integral component to the Treasure Valley's cultural fabric. The byway connects the travelers to the stories of farms and communities through interpretive programs, events, and local products.

The Snake River Canyon Scenic Byway also offers sweeping scenic vistas, historic sites, cultural events, recreation, and local geology along the quiet back roads of Canyon County. The 53-mile journey features many opportunities to experience the region's special places, people, and lands all adjacent to the beautiful Snake River on its way to the Pacific Ocean. The Snake River Canyon Scenic Byway Management Plan was completed in November 2009.

11.5 ARCHITECTURAL HISTORICAL SITES

11.5.1 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, which included 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. (For additional historical sites see Exhibit 11-1 and 11-2 below.)



AERIAL IMAGERY BY IDAHO AIRSHIPS, INC.

EXHIBIT 11-1 - THE NAMPA HISTORIC SITES

No.	BUILDING NAME	HISTORIC SITES	DATE	NATIONAL REGISTER
1	Tinys	10 12 th Avenue South		-
2	Nampa Public Library (Farmers Bank)	101 11 th Avenue South	1919	x
3	Nampa Public Library (E. H. Dewey)	1013-15 1 st Street South	1919	x
4	Gowen Building	102 11 th Avenue North	-	-
5	Hope House	1024 12 th Avenue South	1930	-
6	Butler Building	1024 12 th Avenue South	1930	-
7	Pete's Tavern	11 12 th Avenue South	-	-
8	Crystal Chemical	110 12 th Avenue South	c. 1910	-
9	Residential Commercial Conversion	111 16 th Avenue South	1940	-
10	Burns and Fox / Kalbus Building	1124 1 st Street South	1903	-
11	Hong Kong Restaurant	117 12 th Avenue South	c. 1910	-
12	Idaho State School Admin. Building	11 th Avenue, NE of City	1917	x
13	U. S. Post Office	120 11 th Avenue	1930	-
14	Nampa Depot	1200 Front Street	1903	x

No.	BUILDING NAME	HISTORIC SITES	DATE	NATIONAL REGISTER
15	Bank of Nampa	1202 1 st Street South	1909	-
16	Antique Mall	1206-12 1 st Street	c. 1910	-
17	C. Meister Building	1212 1 st Street South	c. 1910	-
18	Nampa Department Store/Corwen Building	1213-17 1 st Street South	1919	-
19	W. Hardiman Building	1220 1 st Street South	1909	-
20	Calvary Baptist Church	1220 4 th Street South	1910-11	-
21	Dewey Building	1221-23 1 st Street South	c. 1910	-
22	First Street Market	1224 1 st Street South	c. 1910	-
23	Blue Eye Building	1226-28 1 st Street South	c. 1910	-
24	Two Story Brick	13 12 th Avenue South	c. 1910	-
25	Realty Building/Stoddard Hardware	1307 1 st Street South	1909	-
26	Nampa Department Store/VanEngelen Apt.	1307 1 st Street South	1910	-
27	Nafziggers /Commercial Building	1311 1 st Street South	1907	-
28	Seven Seas	1315 1 st Street South	1920	-
29	HasBrouch House	1405 12 th Avenue South	1908	-
30	Commercial Building	1416-1424 3 rd St. South	1939	-
31	Commercial Building	1417 3 rd St. South	-	-
32	Presbyterian Church/ Bethel Nazarene	1423 2 nd Avenue South	1918	x
33	Overland Brewery Office	15 9 th Avenue North	1906	-
34	Nampa-Meridian Irrigation District	1503 1 st . Street South	1919	x
35	American Legion Chateau	1508 2 nd Street	1931	x
36	Nampa Catholic Church	1515 8 th Avenue South	1910	-
37	St. Paul's Catholic Church (rectory)	224 17 th Street South	1920	-
38	Residential House	1519 1 st Street South	1935	-
39	J. M. Bray/Longbrach	16 12 th Avenue South	1909	-
40	Sisters of Mercy Hospital	1615 8 th Street	1919 & 1936	-

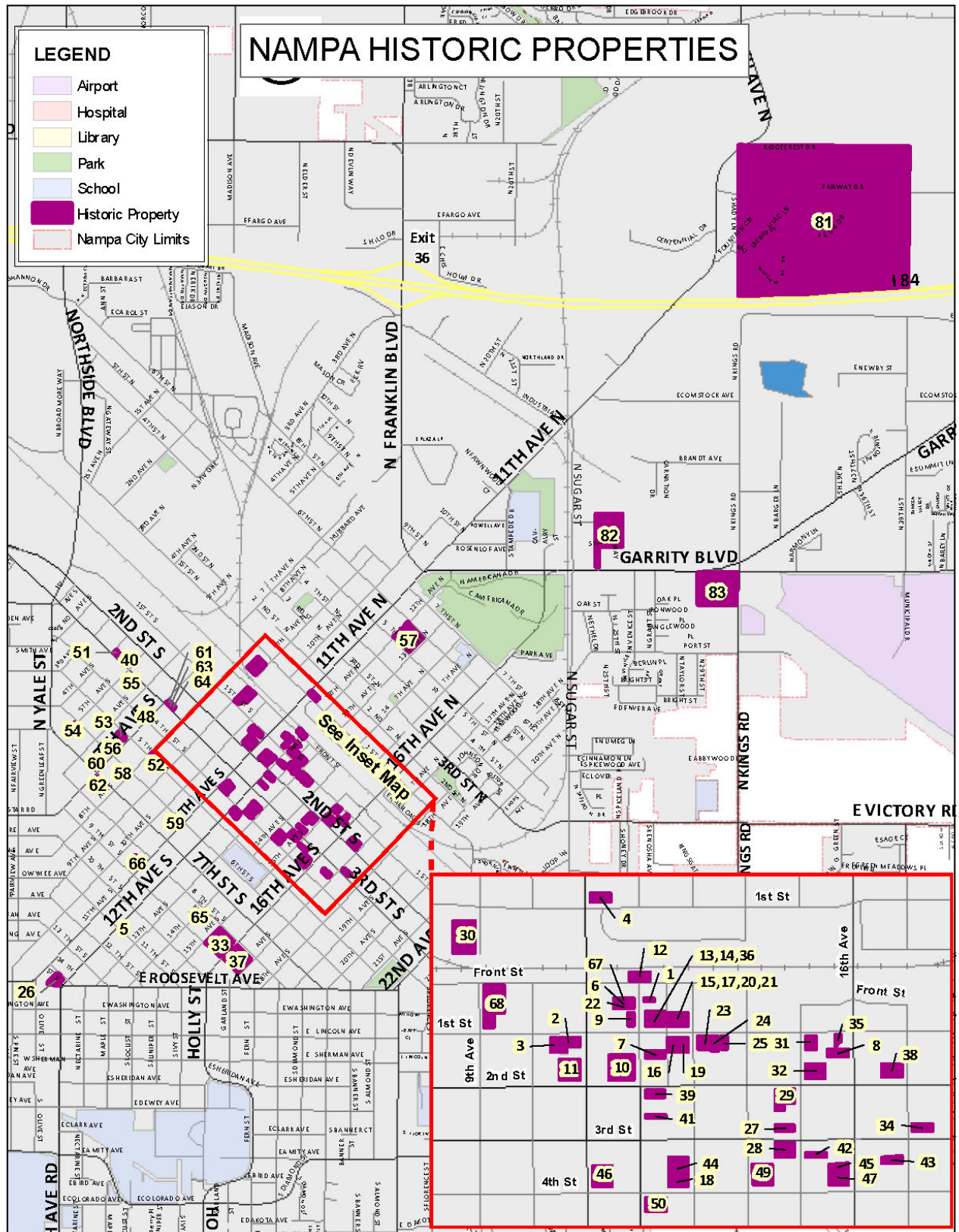
No.	BUILDING NAME	HISTORIC SITES	DATE	NATIONAL REGISTER
42	Women's Century Club	1624 2 nd Street South / 123 17 th Avenue South	1905	-
43	IOOF/Puffy Mondaes	200 12 th Avenue South	1906	-
44	Residential House	213 5 th Avenue South	1910	-
45	Sweet Nothings	216 12 th Avenue South	c. 1930	-
46	Residential House	216 12 th Avenue South	1930	-
47	Carnation Co. Condensery and Office	223 Silgan Way	1917	-
48	Community Church of God (Zion)	224 17 th Avenue South	1920	-
49	Jacob Lockman Residence	232 9 th Avenue North	1903	-
50	Storey Poultry Farm Barn	2909 1/2 Garrity Boulevard	c. 1920	-
51	Church of the Brethren	300 11 th Street South	1938	-
52	Residential House	308 15 th Avenue South	1900	-
53	Residential	311 17 th Avenue South	-	-
54	Colonial Apartments	315 13 th Street South	-	-
55	Residential	315 16 th Avenue South	1920	-
56	Masonic Temple	320 11 th Avenue South	1922	-
57	Residential	323 16 th Avenue South	1904	-
58	Residential	323 7 th Avenue South	1919	-
59	Jubilee Church	324 14 th Avenue South	-	-
60	First Methodist Episcopal Church	404 12 th Avenue South	1922 & 1938	x
61	Residential	404 3 rd St. South	1928	-
62	Residential	424 8 th Avenue South	-	-
63	Residential	503 7 th Avenue South	-	-
64	Residential	503 6 th Street South	-	-
65	Residential	511 3 rd Street South	1920	-
66	Residential	519 7 th Avenue South	-	-
67	Lakeview School	5 th Street North	1907	-

No.	BUILDING NAME	HISTORIC SITES	DATE	NATIONAL REGISTER
68	Residential	603 8 th Avenue South	-	-
69	Residential	603 11 th Avenue South	-	-
70	Residential	619 7 th Avenue South	-	-
71	Residential	704 3 rd Street South	1915	-
72	Residential	704 7 th Avenue South	-	-
73	Residential	708 3 rd Street South	1915	-
74	Residential	712 3 rd . Street South	1915	-
75	St. Paul's Catholic Church	804 15 th Avenue South	1910	-
76	St. Paul's Rectory and Sisters House (school)	810 14 th Avenue South	1923	-
77	Residential	811 11 th Avenue South	-	-
78	Two Story Brick	9 12 th Avenue South	c. 1910	-
79	Jensma Creamery	902 1 st Street South	1928	-
80	Horse Barn, Idaho State School	11 th Avenue, Northeast of City		x

*ADDITIONAL DETAILS MAY BE FOUND IN THE OFFICE OF ECONOMIC DEVELOPMENT, THE CANYON COUNTY HISTORICAL SOCIETY, OR STATE HISTORIC PRESERVATION OFFICE

Two additional sites not identified by the Historical Society include the Church of Jesus Christ of Latter-day Saints building (1910) on 11th Avenue North and 5th Street and the founder's (Alexander Duffes) house on the southeast corner of 1st Street North and 9th Avenue.

EXHIBIT 11-2 - THE NAMPA HISTORIC SITES MAP



11.6 HISTORICAL CITY NEIGHBORHOODS/DISTRICTS

The City of Nampa has identified four historic neighborhoods/districts North Nampa, Downtown Nampa, University District, and Old Nampa Neighborhood.

11.6.1 North Nampa

North Nampa, home to Nampa's cofounders, Duffes and McGee, is a community of historic contrast; including businesses, an upscale residential neighborhood in a beautiful park setting, service residential, farms and canals.

Crescent Brewery was responsible for starting industrial growth on the southside of the railroad at the turn of century, which drove development to the North. Some commercial, such as the ice plant for Pacific Fruit Express (PFE), was located south of the tracks, but North was residential toward Lake Ethel. Due to the inter-urban streetcar, growth was directed into this area. Nampa's first educational facility in the area was a 4-room structure known as Lakeview School.

11.6.2 Downtown Nampa

The downtown was much different than it was prior to the fire on July 3, 1909, when the entire downtown block between 12th and 13th Avenues and 1st and Front Streets, was destroyed when a fire cracker exploded in a wood frame cigar store. The City of Nampa was a railroad town built to compliment the railroad. Tracks went to Kuna and Nampa and points south.

Around 1925, a joint venture allowed for an increase of railroad employment, which brought 900 people to the City to prepare and run fruit. The fruit market brought Chicago Beef to Nampa because there was a way to ice the cars and send them back on the rail. In 1945, Pacific Fruit Express came to the area.

As employment increased, due to the ability of the local businesses to use ice cars, it drove development of business and hotels in the downtown. The growth brought railroad crews. The railroad would change crews in Pendleton and then in Nampa. This was resulted in the need for hotels, such as, the Dewey Palace.

As the historical center of Nampa, the downtown contains a number of historic buildings worthy of preservation and continued use. The historical center encompassed the area north of the railroad tracks and Third Street South, bordered by 16th Avenue South and Nampa Boulevard.

11.6.3 University District

Northwest Nazarene University (NNU) was first established as The College-Samaritan Hospital. In 1913, the first 2 yr degree was offered. Since its beginnings in 1913, 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, primarily developed around Northwest Nazarene University. The District includes a mixture of development, although it is commonly perceived as an older residential area.

The population of the District generally follows citywide demographics, with a few notable exceptions. These exceptions include a higher percentage of college aged and elderly residents and a significantly lower median income.

11.6.4 Old Nampa District Neighborhood

Located within the City of Nampa's original Townsite, where portions of this area are within the earliest subdivisions of the City, the Old Nampa District Neighborhood has many samples of early Nampa architecture. A mixture of multi-family and commercial uses, many early twentieth century craftsman style bungalow and Victorian influence houses are found in the area.

Citizens began to return at the end of the World War I and they needed a place to live. The establishment of manufacturing and mass-production industries in the early 20's this method to home building. Sears Roebuck and others had established built kits for homes, and if you worked for the railroad freight costs were waived. The kits came to Nampa and a lot of these housing units were built. Barns were also the constructed in this manner.

11.7 SNAKE RIVER STAMPEDE - AN HISTORIC EVENT

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.



11.8 CULTURAL SITES

11.8.1 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.

11.8.2 Warhawk 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.

GOAL 1: Promote and preserve historic buildings and districts, architectural significance and historical legacy.

- OBJECTIVE 1:** Promote, encourage and facilitate the development and historic preservation that are reflective of historic and physical attributes and contribute to the unique nature of the specific area.
- OBJECTIVE 2:** Identify buildings that can be placed on the National Register of Historic Places.
- OBJECTIVE 3:** Continue to identify areas and sites that should be recognized and preserved as historic site and structures.
- STRATEGY 1:** Prepare a historic resources inventory of the downtown and older neighborhoods.
- STRATEGY 2:** Support the Idaho State Historical Society's Certified Local Government program.

- STRATEGY 3: Support the City Historic Preservation Commission.
- STRATEGY 4: Identify and designate new historic districts.
- STRATEGY 5: Use historic overlay zones, local designation status and other protective measures in conjunction with an historic preservation ordinance which guide or regulate the use or modification of significant historic areas in the community.

GOAL 2: Rehabilitate historic or architecturally significant structures for continued commercial and residential use or appropriate adaptive reuse.

- OBJECTIVE 4: Define identify and establish formal historic districts in Nampa.
- OBJECTIVE 5: Encourage the preservation of the historic identity of downtown “Old Town District” Nampa.
- STRATEGY 1: Develop tools to assist in the preservation of historic structures and neighborhoods.
- a. Revise or add codes and ordinances that encourage preservation or rehabilitation efforts.
 - b. Enact a preservation ordinance, to protect individual landmarks and/or historic sites or properties.
 - c. Develop a historic preservation design manual.
 - d. Prepare a reconnaissance survey of the downtown and older neighborhoods.
 - e. Establish historic zone overlay where needed.
 - f. Prepare architectural design guidelines and manual for historic districts.
- STRATEGY 2: Encourage rehabilitation of existing structures.
- STRATEGY 3: Encourage the remodeling of second stories into residential dwelling units in the downtown.
- STRATEGY 4: Discourage “demolition by neglect” of historic buildings by utilizing public and private resources.
- STRATEGY 5: Explore zoning code relative to remodel and rehabilitation requirements for historic structures.
- STRATEGY 6: Review exterior modifications of designated historic buildings.
- STRATEGY 7: Explore federal historic tax credits to assist in the preservation of historic buildings.

GOAL 3: Increase public awareness of historic resources, preservation concerns and the community's heritage.

OBJECTIVE 6: Encourage activities and events which will 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.

STRATEGY 3: Expand and continue historical walking tour guide and public education.

ECOLOGICAL SITES

GOAL 4: Protect designated ecological sites.

OBJECTIVE 7: Take appropriate measures to document and/or preserve Ecological Sites

STRATEGY 1: Support the continued use of Deer Flat Refuge, Lake Lowell, and Lakeview Park as ecological sites.

ARCHAEOLOGICAL SITES

GOAL 5: Protect newly discovered or designated archaeological sites.

OBJECTIVE 8: Take appropriate measures to document and/or preserve archaeological sites.

STRATEGY 1: If archaeological sites are found, an archaeologist should be contacted to identify the appropriate action that should be taken.

SCENIC BYWAYS

GOAL 6: Support the State of Idaho's Scenic Byway Program.

OBJECTIVE 9: Support the Snake River Scenic Byway.

STRATEGY 1: Support the State of Idaho in establishing scenic byway locations in the Nampa area.

CULTURAL FACILITIES, SITES AND ACTIVITIES

GOAL 7: Preserve and Enhance and Expand Nampa's Cultural Facilities and Sites.

OBJECTIVE 10: Celebrate Nampa's Cultural Facilities, and Sites.

STRATEGY 1: Support cultural sites, activities and events, such as:

- a. Hispanic Cultural Center of Idaho;
- b. Nampa Civic Center;
- c. The Idaho Center and Horse Park;
- d. Lake Lowell;
- e. Lakeview Park;
- f. Deer Flat National Wildlife Refuge;
- g. Northwest Nazarene University; and
- h. Warhawk Museum and;
- i. Snake River Stampede.

STRATEGY 2: Support annual community cultural activities and events.

STRATEGY 3: Encourage the development of future cultural events, activities for the betterment of the citizens of Nampa.

EXHIBIT 11-3- CULTURAL SITES AND SPECIAL AREAS RESOURCES IMPLEMENTATION ACTIONS

#	ACTION	DIVISION AND DEPARTMENT	IMPACTS
1	Continue to identify Historic Structures and Sites through Neighborhood Studies and Special Reports.	Community Development and Planning	Staff Time/ Cost of study
2	Preserve, restore and use historic structures.	Planning and Design Review	Staff Time
3	Expand future studies to recognize all historic buildings.	Economic Development and Historic Preservation	Staff Time
4	Develop design and historic building guidelines for restoration projects.	Planning and Building	Staff Time
5	Encourage use of cultural facilities, sites, and events.	City	Staff Time
6	Preserve ecological features.	Mayor Office	Staff Time



CHAPTER TWELVE - NATURAL RESOURCES

12.0 EXECUTIVE SUMMARY

This chapter of the Comprehensive considers issues and opportunities related to natural and agricultural resources, and presents goals, objectives, strategies and implementation recommendations to guide the City in conserving and promoting effective management of these critical elements of our environment.

The natural resources of the region have always been very valuable to the citizens of Nampa and Canyon County. The quality of the climate, air, water, soils and wildlife brought the first residents to the area and continue to bring tourist to the area today. These natural resources are an important attribute to the community and should be managed properly. The abundance of natural resources, such as the region's rich soils, water and climate, make the Nampa area an ideal place to produce agricultural products crops. These crops and products support many of the agri-businesses of the area. Good air quality supports the general health of the community and areas like Lake Lowell and Deer Flat National Wildlife Refuge allow Nampa resident's opportunities to enjoy the outdoors. This chapter outlines objectives and strategies for preserving important natural resources as Nampa continues to grow.

Additional information and recommendations regarding protection of natural resources are also found in other chapters of the Comprehensive Plan, including Chapter 9, Parks and Recreation.

12.1 BACKGROUND

The purpose of this component is intended to establish a balance between development and the conservation of the natural resources and open space. Land in and around the City should be used for the purpose for which it is best suited, as defined by a combination of its natural characteristics, location, and the goals of the City. Clean water resources, good air quality, and natural beauty provide the elements which resident's value for living in Nampa, the Treasure Valley, and Idaho.

Natural resources are studied not only for the discussion of land development, but also to maintain a healthy and pleasant environment. The natural resources within this plan consist of the geology/topography, soils and agricultural areas, wildlife and wildlife habitat, air quality, water resources and waterways. It is important to consider the impact of new development on these areas.

Natural resources play a key role in keeping a community healthy and contributing to the vision of the City of Nampa.

12.2 PRECIPITATION, TEMPERATURES AND CLIMATE

The City of Nampa and the surrounding county is favored by a mild, arid climate with distinct seasons. Prevailing winds blow from the northwest during warmer months and from the southeast the remainder of the year. The average growing season lasts approximately 159 days.

12.2.1 Precipitation

Annual average precipitation is 10.75 inches. Most of it occurs during the winter in the form of rain, although occasional winter storms bring new snow and extremely cold temperatures.

12.2.2 Temperatures

Summer temperatures range from 93° F. in July during the day to 56.6° F. at night. Winter temperatures range from 34° F. during the day and 21.4 to 31.3 degrees F. at night. Extreme temperatures can be from 110 °F to -2 °F. The following Exhibit 1 and 2 is the Monthly Climate Summary for the region.

Exhibit 12-1 illustrates the average temperature, precipitation and other climate features, as stated by the Western Regional Climate Center in Nampa.

EXHIBIT 12-1 – MONTHLY CLIMATE SUMMARY – 10/1976- 9/2010 – NAMPA SUGAR FACTORY, IDAHO

	AVERAGE MAXIMUM. TEMPERATURE (F)	AVERAGE MINIMUM TEMPERATURE (F)	AVERAGE TOTAL PRECIPITATION (IN)	AVERAGE SNOW FALL (IN)	AVERAGE SNOW DEPTH (IN)
January	38.0	21.6	1.28	3.8	0.0
February	45.2	25.5	1.01	1.8	0.0
March	56.3	31.3	1.24	0.1	0.0
April	64.5	36.3	1.12	0.0	0.0
May	72.9	43.7	1.29	0.0	0.0
June	82.6	51.2	0.66	0.0	0.0
July	91.6	56.6	0.28	0.0	0.0
August	90.1	54.5	0.25	0.0	0.0
September	79.9	45.6	0.55	0.0	0.0
October	66.3	35.8	0.71	0.0	0.0
November	49.9	28.1	1.21	0.5	0.0
December	39.3	21.4	1.38	3.8	0.0
Annual	64.7	37.6	10.98	10.1	0.0

SOURCE: WESTERN REGIONAL CLIMATE CENTER, WWW.WRCC@DRI.EDU.

The Monthly Climate Report at the Boise Air Terminal/Gowen Exhibit 12-2 has been provided for your reference.

EXHIBIT 12-2 – MONTHLY CLIMATE SUMMARY – 7/1996-12/2008 – BOISE AIR TERMINAL/GOWEN AIRPORT, ID* PERIOD OF RECORD JULY 1998 TO DECEMBER 2008

	AVERAGE MAXIMUM TEMPERATURE (F)	AVERAGE MINIMUM TEMPERATURE (F)	AVERAGE TOTAL PRECIPITATION (IN)	DAYS OF FOG	DAYS OF HEAVY FOG	DAILY AVERAGE WIND SPEED (MPH)	DAILY AVERAGE PEAK GUST (MPH)
January	39.4	26.2	1.38	18.3	5.9	6.8	19.3
February	45.4	28.2	0.92	11.2	2.1	7.8	21.8
March	55.1	34.1	1.07	6.9	0.9	8.6	24.3
April	61.7	38.7	1.01	5.8	0.4	8.5	25.0
May	72.2	47.1	1.44	5.4	0.1	7.9	23.7
June	81.6	53.8	0.62	2.2	0.2	8.0	24.3
July	93.4	62.2	0.21	1.0	0.0	7.2	22.9
August	90.5	60.6	0.12	0.5	0.0	7.1	21.7
September	79.0	51.6	0.52	1.9	0.0	7.0	21.1
October	64.8	41.1	0.72	4.0	0.3	7.0	20.4
November	49.5	32.5	1.13	10.4	2.2	6.7	19.6
December	39.4	26.3	1.61	16.5	3.3	7.4	20.42
Annual	64.3	41.6	10.75	84.0	15.4	7.5	22.0

*THE BOISE AIR TERMINAL/GOWEN AIRPORT IS THE OFFICIAL REPORTING SITE OF THE REGION.

HEAVY FOG – VISIBILITY LESS THAN OR EQUAL TO ¼ MILE.

FOG – VISIBILITY GREATER THAN ¼ MILE OR LESS THAT IS 7 MILES.

AVERAGE TOTAL SNOW FALL AND DEPTH NOT REPORTED AT THE ASOS STATION.

SOURCE: WESTERN REGIONAL CLIMATE CENTER, WWW.WRCC@DRI.EDU

12.3 ENVIRONMENTAL QUALITY

The quality of water, air and wildlife can offer useful measurements of the environmental conditions in a region. Clean air and water and a healthy wildlife population are indicators of a thriving and balanced ecosystem. If all indicators in an ecosystem are ranked as clean or healthy, the quality of the environment is considered to be good.

12.4 WATER QUANTITY AND QUALITY

12.4.1 Surface Water

Several significant creeks, drainages, and canals traverse the City of Nampa. These include Indian Creek, Mason Creek, and Elijah and Wilson Drains. In addition, there are many other canals and drainage corridors. These surface water features are important because of their ability to provide habitat for fish and wildlife, preserve riparian vegetation and carry storm-water runoff. The water flow is generally in a westerly and northerly direction toward Indian Creek, which empties into the Boise River at Caldwell.

Mason Creek, also a tributary of the Boise River, enters Nampa near the northeast corner and flows northwesterly through the northern part of the City. Indian Creek and two tributary drains, Wilson and Elijah, drain at the area below the Ridenbaugh Canal between Mason Creek and Lake Lowell.

Similarly to Mason Creek, Indian Creek begins to act as a drain below the Ridenbaugh Canal. At about that point, Indian Creek functions as a portion of the New York Canal and all return flows or surface water runoff is directed to Lake Lowell via the main New York Canal. Another surface water system winding through Nampa is the Phyllis Canal. Portions of the Indian Creek and Mason Creek lie within the 100-year floodplain boundaries.

The 100-year floodplain and waterways traverse through Nampa. Other surface water includes Lake Lowell, with its shoreline near the southwestern edge of the City. The lake water is diverted from the Boise River at Diversion Dam upstream from Boise City.

12.4.2 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-Meridian has the largest services area, while Boise Kuna has the least. The interaction between irrigation and stormwater will be the next big issue as well as agricultural conversion and the reduction of agricultural land. The City of Nampa's irrigation district has a memorandum of understanding (MOU) between the various districts to provide service.

12.5 STORMWATER DRAINAGE

12.5.1 Protecting Natural Resources from Contamination

In response to the changing environment surrounding state and federal water quality requirements, Nampa has taken a proactive approach in protecting surface waters in the community. EPA's Construction General Permit (CGP) prompted Nampa to establish the current Erosion and Sediment Control program in August of 2005, approximately 7 years ahead of schedule.

With stormwater runoff being a major contributing factor to surface water quality nationwide, Nampa initiated a Stormwater Management Program almost 2 years prior to EPA's issuance of Nampa's Municipal Separate Storm Sewer System (MS4) Permit effective October 15, 2009. Being the leader on implementing water quality programs in Canyon County, Nampa spearheaded the formation of the Canyon County Stakeholders Committee to establish a consistent water quality program within the Lower Boise River (LBR) watershed.

12.5.2 Outfall

Nampa's Municipal Separate Storm Sewer System (MS4) Permit defines "**Outfall**" as a point source (defined below) at the point where a municipal separate storm sewer discharges to waters of the United States and does not include open conveyances connecting two municipal separate storm sewers or pipes, tunnels, or other conveyances, which connect segments of the same stream or other waters of the United States and are used to convey waters of the United States. "**Point Source**" is defined as any discernible, confined, and discrete conveyance, including but not limited to, any pipe, ditch, channel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, landfill leachate collection system, vessel or other floating craft from pollutants are or may be discharged. This term does not include return flows from irrigated agriculture or agricultural storm water runoff. The City has inventory and

identified the outfalls from Indian Creek, Mason Creek, Wilson Drain and associated tributaries will be designed to be implemented in phases. Phase I was designed to record every outfall that appeared to discharge to the above listed water bodies. This phase was initiated spring 2009 and was completed early 2010.

Phase II will involve field verifying the type of discharge and if the pipe is actually discharging or if it is abandoned. This phase was implemented 2011. Nampa is required to inventory the outfalls discharging stormwater from Nampa's MS4 and they are also interested in the remaining outfalls to help in determining the source of illicit discharges if they occur. Contact the Nampa Engineering Department to receive the most updated Outfall map.

12.5.3 Unique Characteristics of the Nampa Urbanized Area

The Nampa Urbanized Area has many unique characteristics in regards to the issuance of a Municipal Separate Storm Sewer System (MS4) permit. Historically, the Nampa Urbanized Area has been a predominately agricultural area with an extensive irrigation system. As growth spread to the Treasure Valley, Nampa faced a rapid conversion of agricultural to urban land use. This conversion resulted in a large potential for agricultural return flow to discharge into the canals and receiving waters associated with Nampa's MS4 system. As land was annexed into the City, a complex combination of developed and agricultural areas created unique situations in which to regulate stormwater. In addition, a significantly large number of canals, receiving waters, stormwater outfalls, irrigation companies and highway districts add to the complexity of the situation.

The City of Nampa has been authorized by EPA to discharge stormwater to waters of the United States within the Nampa Urbanized Area with the issuance of a MS4 permit. Conditions of the permit require Nampa to develop and implement a Stormwater Management Plan (SWMP) which includes six minimum control measures and assessment and monitoring requirements. The six minimum control measures include development and implementation of the following programs:

- a. Public Education and Outreach
- b. Public Involvement/Participation
- c. Illicit Discharge Detection and Elimination
- d. Construction Site Stormwater Runoff Control
- e. Post-Construction Stormwater Management in New Development and Redevelopment
- f. Pollution Prevention and Good Housekeeping for Municipal Operations

Assessment and monitoring requirements include wet and dry weather sampling to determine the condition of the watershed, prioritize maintenance and best management practices (BMPs) installation, and measure program efficiency. Implementation of the six minimum control measures and assessment and monitoring requirements will aid in protecting Nampa's watershed, groundwater and soils.

In addition, there are challenges faced in implementation of Nampa's MS4 permit and protecting our natural resource.

- a. The Municipal Separate Storm Sewer System (MS4) permit is an EPA unfunded mandate. Nampa is struggling to fund the additional costs associated with the development and implementation of a new regulatory program;
- b. An extensive number of outfalls in Nampa's receiving waters must be monitored by the end of the MS4 five year permit cycle;
- c. Public awareness and knowledge of the impacts of stormwater on the local watershed is minimal.

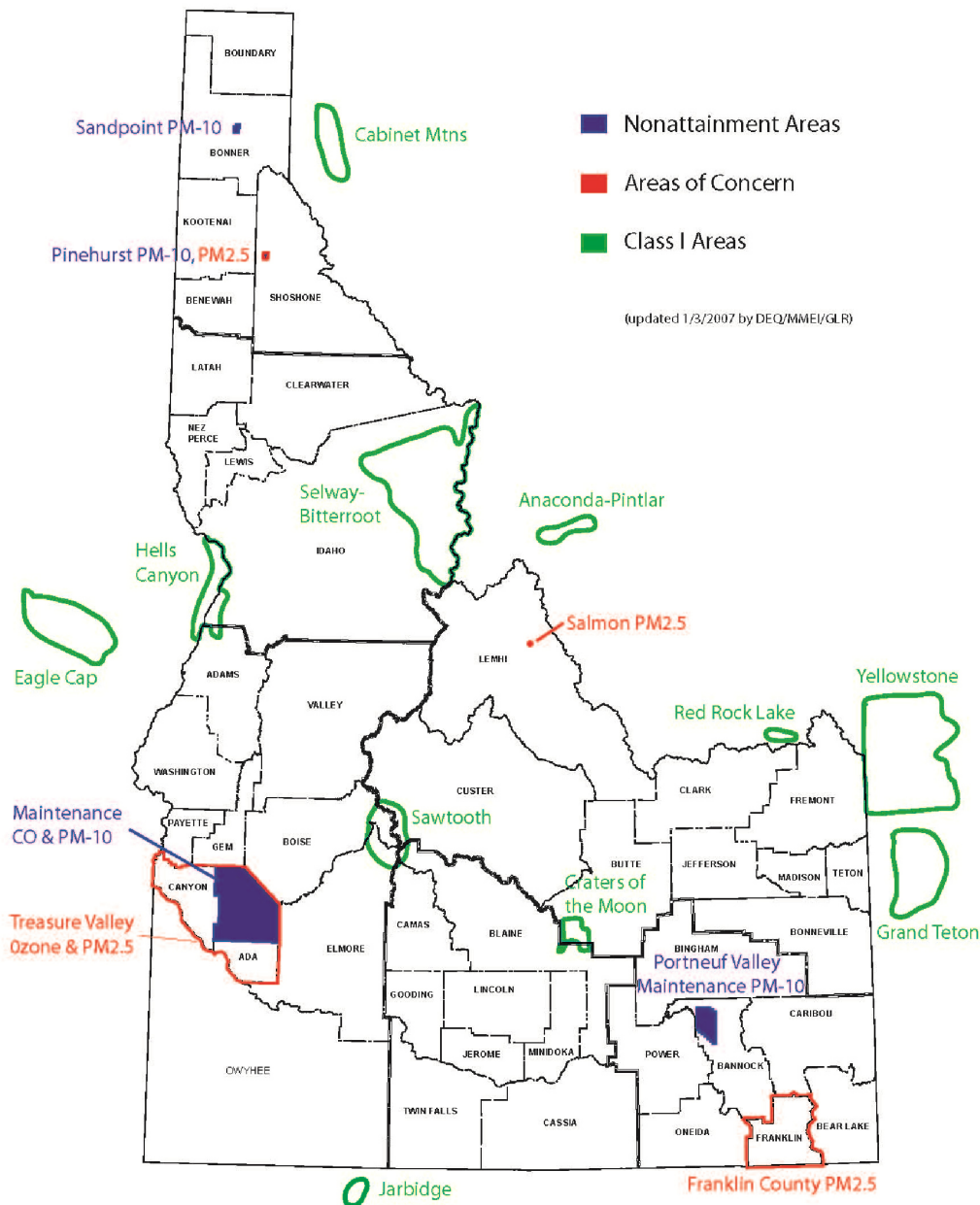
12.6 GROUNDWATER

The City of Nampa relies primarily on groundwater from the Snake River aquifer for its drinking and domestic use water supply. The groundwater from the Snake River aquifer has a large storage capacity and is regularly recharged by local irrigation practices. There are two groundwater systems, one deep and the other shallow in this area. 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.

12.7 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 (PM_{2.5}) and lead (Pb).

EXHIBIT 12-3 - IDAHO AIR QUALITY PLANNING AREAS



ftp://ftp-fc.sc.egov.usda.gov/id/technical/air_quality/nonattainment_map.pdf

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.

Under certain meteorological conditions the air monitoring system in Canyon County has shown levels that exceed the federal standard for PM_{2.5}, or 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.

In 2002, the Treasure Valley exceeded federal standards for ozone and particulate matter. Vehicle emissions play a significant role in creating ozone and PM, and are the primary source of carbon monoxide in the atmosphere. In 2010, Canyon County started vehicle emissions testing. Exhibit 12-3 describes the Areas of Non-attainment in the State of Idaho.

Canyon County is considered an attainment area for all National Ambient Air Quality Standards criteria pollutants established Clean Air Act. However, the Treasure Valley, which includes Canyon and Ada Counties, is listed by the Idaho Department of Environmental Quality (IDEQ) as an area of concern for Ozone and fine particulate matter. See Exhibit 12-3. Further details can be in Chapter 13.1.4.

Odors and fugitive dust - While the 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.

12.8 AGRICULTURAL LAND AREAS

Land is a limited resource, and the land impacts a growing City and economy - for cities, farms, recreation - not only compete with each other, but also encroach upon the natural environment and may have direct and indirect negative impacts upon these uses. Natural resources also includes wetlands, floodplains, and a wide variety of soil types—some that are suitable for urban development and some that are more suitable for other uses. City 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 a number of federal programs.



The following choices, decisions and factors should be considered:

- a. How will the City balance the desire to protect and preserve sensitive natural lands with the desire to accommodate future growth and development?
- b. How can the City and Canyon County work together to prevent soil erosion and to protect ground and surface water from contamination caused by development and agriculture?

12.9 NATURAL GREENWAYS

Public open space and greenways form a network throughout Nampa. Public review of subdivisions stipulates that new development establish pathways. Often these locations require co-locations with or within an irrigation district easement. Citizens involved in this process have established a clear position supporting the importance of urban open space to the basic quality of life in Nampa. The Nampa Bike and Pathway Committee calls for greenway expansions for Wilson Creek, Indian Creek and the former Stoddard Branch railroad corridor.

12.10 SOILS

Soils are reviewed to aid in sensible development. Most of the City of Nampa consists of well-drained silt loams on high-river terraces known as the Power-Purdam Association. Nampa's east and southeast areas are characterized by the Power-Potratz Association, which is deep and moderately well drained silt loams on high basalt bedrock terraces.

The quality of Nampa's soils provides the foundation for its agricultural heritage. Agricultural land provides wildlife habitat and in turn hunting opportunities for residents and visitors.

Based upon information from the City of Nampa in 1994, about seventy-six percent of the land in Canyon County is used for irrigated crops or improved pasture. The county is a productive agricultural area, as a result of good soils, a long growing season, and the availability of water. Agricultural products are a major source of economic development for the region (See Chapter 5- Economic Development). This productive area also provides prime areas for housing and urban development.

Agricultural/urban interface areas often create conflicts between neighbors. Issues arise when common agricultural practices such as plowing, creates noise and excessive dust. Most of the agricultural/urban interface occurs at the perimeter of the Area of City Impact. As the City and its impact area grow, the agricultural areas are impacted by urban/housing developments.

EXHIBIT 12-4 – NAMPA AREA SOILS AND CHARACTERISTICS

<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

MAP UNIT SYMBOL	MAP UNIT NAME	PERCENT SLOPES	ACRES IN AOI	PERCENT OF AOI	DRAINAGE	FLOODING	FROST FREE DAYS	LANDFORMS FORMS
BdA	Baldock loam	0 to 1	9,501.7	2%	poorly	none	110 to 160	Stream terraces, flood plains
BdB	Baldock loam	1 to 3	1,515.6	0.3%	poorly	none	110 to 160	Drainageways and terraces
BrA	Bram silt loam	0 to 1	3,354.9	0.7%	poorly	none	100 to 160	Fan remnants, flood plains, lakebeds, river valleys
DrA	Draper loam	0 to 1	2,267.1	0.5%	moderate well	none	110 to 160	Fan remnants, flood plains
EhA	Elijah silt loam	0 to 1	2,163.3	0.5%	well	none	145 to 160	Terraces
EhB	Elijah silt loam	0 to 1	2,402.9	0.5%	well	none	145 to 160	Terraces
ElA	Elijah silt loam, shallow	0 to 1	590.2	0.1%	well	none	145 to 160	Terraces
EsB	Elijah – Chilcott silt loam	1 to 3	10,948.9	2.4%	well	none	145 to 160	Terraces and uplands

MAP UNIT SYMBOL	MAP UNIT NAME	PERCENT SLOPES	ACRES IN AOI	PERCENT OF AOI	DRAINAGE	FLOODING	FROST FREE DAYS	LANDFORMS FORMS
EvC	Elijah – Vickery silt loam	3 to 7	13,319.7	2.9	moderate well	none	145 to 160	Uplands
MgB	Marsing loam	1 to 3	4,148.2	0.9	medium	none	145 to 160	Terraces and alluvial fans
MgD	Marsing loam	7 to 12	962.8	0.9	rapid	none	145 to 160	Terraces edges and alluvial fans
MgA	Marsing loam	0 to 1	4,938.5	1.1	well	none	145 to 160	Terraces
OgA	Oliaga loam	0 to 1	1,966.5	0.4	poorly	none	145 to 160	Bottom lands, alluvial fans and low terraces
OgB	Oliaga loam	1 to 3	409.4	0.1	poorly	none	145 to 160	Drainageways and edges of low terraces
PaB	Potratz slit loam	1 to 3	384.0	0.1	well	none	145 to 160	Uplands
PhB	Power silt loam	1 to 3	5,680.5	1.3	well	none	145 to 155	Stream terraces
PhC	Power silt loam	3 to 7	1,590.2	0.4	well	none	145 to 155	Stream terraces
PhD	Power silt loam	7 to 12	401.3	0.1	well	none	145 to 155	Stream terraces
PLA	Playas	na	80.6	0.0	na	na	na	na
PpA	Power-Purdam silt loam	0 to 1	19,511.4	4.3	well	none	145 to 155	Stream terraces
PpB	Power-Purdam silt loam	1 to 3	5,459.0	1.2	well	none	145 to 155	Stream terraces
PpC	Power-Purdam silt loam	3 to 7	988.4	0.2	well	none	145 to 155	Stream terraces
PpD	Power-Purdam silt loam	7 to 12	224.9	0.0	well	none	145 to 155	Stream terraces
PrA	Purdam silt loam	0 to 1	3,965.6	0.9	well	none	145 to 155	Stream terraces
PrB	Purdam silt loam	1 to 3	3,145.0	0.7	well	none	145 to 155	Stream terraces
PrC	Purdam silt loam	3 to 7	1,156.3	0.3	well	none	145 to 155	Stream terraces

MAP UNIT SYMBOL	MAP UNIT NAME	PERCENT SLOPES	ACRES IN AOI	PERCENT OF AOI	DRAINAGE	FLOODING	FROST FREE DAYS	LANDFORMS FORMS
PlA	Purdam-Sebree silt loam	0 to 1	4,501.8	1.0	well	none	145 to 155	Stream terraces
PlB	Purdam-Sebree silt loam	1 to 3	2,279.8	0.5	well	none	145 to 155	Stream terraces
ScA	Scism silt loam	0 to 1	9,939.9	2.2	well	none	145 to 160	Medium and high terraces and uplands
ScB	Scism silt loam	1 to 3	6,985.7	1.5	well	none	145 to 160	Medium and high terraces and uplands
Tc	Terrace escarpments	na	2,419.1	0.5	na	na	na	Terraces
VnB	Vickery-Marsing silt loams	1 to 3	2,668.6	0.6	well	none	135 to 150	Uplands
VmC	Vickery-Marsing silt loams	3 to 7	3,091.8	0.7	well	none	135 to 150	Uplands

NCRS SOILS SURVEY - 1/31/08.

MAPS CAN BE FOUND IN THE SOIL SURVEY CANYON AREA, IDAHO, JULY 1972, MAP NUMBERS ARE 31,32,33,39, AND 40.

AOI - AREA OF INTEREST

12.11 WILDLIFE AND HABITAT

While Nampa is considered an urban area, but wildlife and wildlife habitat exist within the City limits, Area of City Impact and surrounding areas. Many people open their homes to wildlife by installing feeders and birdbaths, which provide valuable food and water sources during the cold winters. Rivers, creeks, drains and irrigation canals provide riparian areas for various bird species and wildlife such as beaver, raccoons, and squirrels.

The open fields of agricultural areas provide habitat for ducks, geese, chukker, pheasants, and quail. This farmland/wildlife interface preserves the aesthetic value of community by protecting open space, scenic vistas, dark skies at night, and the rural character of the community.

Natural resources are an integral component when a community is approached with new development. Due to the rural nature and abundance of natural resources in the Nampa area, this is especially true. Additional natural resources include the Deer Flat National Wildlife Refuge which includes Lake Lowell, which has an abundance of wildlife including birds, mammals, reptiles, amphibians, fish and various trees, shrubs, forbs and graminoids.

12.11.1 Deer Flat National Wildlife Refuge (DFNWR)

The major wildlife and habitat area of the Region is Deer Flat National Wildlife Refuge which encompasses 11,400 acres of land in two units — Lake Lowell and the Snake River Islands. This area is a hidden treasure of the Nampa and Treasure Valley.

Nestled in the rolling sagebrush hills of southwest Idaho, the watery oasis at 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, including spectacular concentrations of mallards and Canada geese. Because of its value to birds, Deer Flat National Wildlife Refuge has been declared a Globally Important Bird Area by the American Bird Conservancy. The refuge is one of the oldest refuges in the National Wildlife Refuge System and has an interesting history.

Established in 1909, the 14.5 square mile (9,800-acre) reservoir lies within the Deer Flat National Wildlife Refuge (DFNWR). Managed by the United States Fish and Wildlife Service (USFWS) and Bureau of Reclamation (BOR), it is a great birding spot with over 200 recorded avian species. Spectacular bird concentrations occur on the lake during peak migration periods.

At the time this plan was written, the Deer Flat NWR was working on a 15 year management plan that may change many of the current activities. The plan is expected to be completed in the fall or winter of 2012. The following information is accurate until the plan is completed. During hunting season, duck hunting is permitted on south side recreation area and up to 200 yards from the shoreline and in the east side recreation area. Upland game bird hunting is allowed in the east and south side recreation areas.

Deer Flat National Wildlife Refuge has two sectors—Lake Lowell and the Snake River Islands. The Lake Lowell sector encompasses 10,588 acres, including the almost 8,000-acre Lake Lowell and surrounding lands. The Snake River Islands sector contains 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. Over 200 bird species have been observed on the refuge, since 1950. The viewing of birds on the refuge range from abundant (a common species that is very numerous), common (certain to be seen in suitable habitat), uncommon (present, but not certain to be seen), occasional (seen only a few times during a season) and rare (seen at intervals of 2-5 years) For a detailed review of the types of birds and viewing times see www.fws.gov/deerflat/wildlife/birdlist.html.

SPECIES (BIRDS)

Loons	Grebes	Pelicans
Cormorants	Bitterns	Herons
Egrets, Spoonbills	Waterfowl	Vultures
Osprey	Eagles	Hawks
Falcons	Gallinaceous birds	Rails,
Cranes	Plovers	Stilts
Avocets	Shorebirds	Snipe
Phalaropes	Gulls	Terns
Doves	Owls	Goatsuckers
Swifts	Hummingbirds	Kingfishers
Woodpeckers	Flycatchers	Larks
Swallows	Jays	Magpies
Crows	Chickadees	Bushtits
Nuthatches	Creepers	Wrens
Kinglets	Bluebirds	Thrushes
Thrashers	Pipits	Waxwings
Shrikes	Starlings	Vireos
Warblers	Tanagers	Grosbeaks
Buntings	Towhees	Sparrows
Blackbirds	Meadowlarks	Orioles
Finches	Weaver finches	

SPECIES (MAMMALS)

Mule Deer (A)	River Otter (C)
Coyote (A)	Red Fox (C)
Striped Skunk (C)	Raccoon (C)
Yellow-bellied Marmot (C)	Beaver (A)
Montane Vole (A)	Long-tailed Weasel (C)
Mink (C)	Eastern Fox Squirrel (C)
Pocket Gopher (A)	Nuttall's cottontail (A)
Ord's Kangaroo Rat (A)	Deer Mouse (A)
Various mice and rats (A)	
	Abundant (A), Common (C)

SPECIES (AMPHIBIANS)

Bullfrog (PR)	Pacific Treefrog (PO)
Great Basin Spadefoot Toad (PR)	Western Toad (PO)
Northern Leopard Frog (PO)	Long-toed Salamander (PO)
	(PR) Present, (PO) Possible

SPECIES (REPTILES)

Western Terrestrial Garter Snake (PR)	Common Garter Snake (PO)
Gopher Snake (PR)	Racer (PR)
Striped Whipsnake (PR)	Western Rattlesnake (PO)
Night Snake (PO)	Western Longnose Snake (PO)
Desert Horned Lizard (PO)	Leopard Lizard (PO)
Sagebrush Lizard (PO)	Western Fence Lizard (PO)
Side-blotched Lizard (PO)	Western Whiptail (PO)
Painted Turtle (PR)	
	(PR) Present, (PO) Possible

SPECIES (FISH)

Rainbow Trout	Large Mouth Bass
Small Mouth Bass	Crappie
Yellow Perch	Bluegill
Bullhead	Channel Catfish
Carp	

VARIOUS TREES, SHRUBS, FORBS AND GRAMINOIDS

TREES

Silver Maple	Green Ash
Cottonwood	Russian Olive
Willow	American Elm

SHRUBS

Desert Indigobush	Sagebrush
Rabbitbrush	Golden Currant
Himalayan Blackberry	Coyote Willow
Whiplash Willow	Yellow Willow
Salt Cedar	

FORBS, VASCULAR PLANTS WITHOUT SIGNIFICANT WOODY TISSUE ABOVE THE GROUND, EXCLUDING GRAMINOIDS

Showy Mildweed	Spear Saltbush
Common Dogbane	Garden Asparagus
Devil's Beggartick	Herb Sophia
Barnyard Grass	Northern Willowherb
Western Goldenrod	Velvetweed
Western Marsh Cudweed	Common Sunflower
Povertyweed	Common Kochia

Prickly Lettuce	Broadleaved Pepperweed
False-Pimpernel	Evening Primrose
Pellitory	Common Plantain
Water Smartweed Cinquefoil sp.	Curly Dock
Curvepod Yellowcress	Common Groundsel
Climbing Nightshade	Common Cattail
Rough Cocklebur	Curlytop Knotweed
Canada Thistle*	Poison Hemlock*
Purple Loosestrife*	White Bryony*
White Top*	*These are invasive, noxious weeds

GRAMINOIDS, GRASSES AND GRASS-LIKE PLANTS SUCH AS SEDGES AND RUSHES

Longated Wheatgrass	Wooly Sedge
Awned Flatsedge	Redrooted Flatsedge
Inland Saltgrass	Common Spikerush
Great Basin Wild-rye	Stink-grass
Heleochoa	Foxtail Barley
Torrey's Rush	Cutgrass
Sprangletop	Witchgrass
Knotgrass	Bulrush Hybrid
Cheatgrass*	Reed CanaryGrass*
Hardstem Bulrush	Knotroot Bristlegrass
Bottlerush Squirreltail	*These are invasive, noxious weeds

Source: www.fws.gov/deerflat/wildlife/mammlist.html

12.11.2 Threatened and Endangered Species

The Nampa Comprehensive Plan boundaries are within the Lepidium Management Area (Slickspot Peppergrass), which was recently listed as threatened under the ESA. While plants are not covered under the ESA on private lands, it does affect the public lands adjacent to private and City lands, as well as actions funded by federal dollars. In addition, the Snake River physa snail is listed as endangered in Canyon County. The snail is found underneath rock in waterways. This could have an appreciable effect on development, transportation, and recreation pattern.

12.11.3 Lake Lowell – Recreation

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. Part of the Boise Project, a 14.5 square mile (9,800-acre) reservoir with miles of shoreline, lies within the Deer Flat National Wildlife Refuge. Boating, fishing, and wildlife viewing are currently the major recreation activities at Lake Lowell. Lake Lowell, originally called Deer Flat Reservoir, 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. Lake Lowell is a great birding spot with over 200 recorded avian species. Spectacular bird concentrations occur on the lake during peak migration periods. During state 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. Season open year-round.



Reservoir acre feet and total reservoir capacity and cubic feet/second release rates for rivers below Boise & Payette River Basins reservoirs and select river locations are updated daily and graphically provided. Site offers boat ramps and docks, and parking at the upper and lower dam sites and at the visitor center. The refuge Visitor Center is open all year on Monday through Friday from 10am to 4pm and Saturdays from 9am to 4pm. For additional information, please see the Deer Flat National Wildlife Refuge or The Bureau of Reclamation's information on Lake Lowell.

In addition, Lake Lowell provides Recreational Activities such as, hunting, interpretive programs, picnicking, boating, fishing, windsurfing, water-skiing and, wildlife viewing. Lake Lowell has boat ramps and docks, parking at the upper and lower dam sites, nature trails, and a visitor center.

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 recent 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. See Lake Lowell below.

Source: www.fws.gov/deerflat/pdf/ccpwildlife&habitatfactsheet

12.11.4 Lake Lowell – Habitat

The refuge protects a wide range of wildlife habitats: from the open waters and wetland edges of Lake Lowell, to the sagebrush uplands around the lake, to the grasslands and riparian forests on the Snake River islands. Refuge staff uses a variety of wildlife management techniques to create and maintain wildlife habitat. With assistance from local growers, the refuge also cooperatively farms 240 acres to provide food for wildlife.



12.11.4.1 Lake

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 waterbirds. 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.

Lake Lowell is on the State's 303(d) list (Clean Water Act) as an impaired water body for nutrients and dissolved oxygen. Stormwater from Boise, Meridian, Kuna and rural residential areas in Ada and Canyon counties and agricultural runoff from lands in southern Ada and Canyon counties flow into canals and drains feeding into Lake Lowell. The sources of nutrient loading include high levels of phosphorus. The Idaho Department of Environmental Quality is currently developing a Total Maximum Daily Load (TMDL) for total phosphorus in Lake Lowell.

12.11.4.2 Croplands

Approximately 240 acres of land within the Refuge is irrigated cropland managed to provide food 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.

12.11.4.3 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 of the native bird species. Experts have identified 77 species of land birds that are obligate or breed in riparian habitat in the western United States.

12.11.4.4 Wetlands

There are three created seasonal/ moist-soil wetlands on the Lake Lowell Unit. These wetlands provide unique local habitat in an agricultural and urban landscape. Vegetation that grows in the marsh wetlands provides food, nesting sanctuary and protection for such species as mallards, sora rails and yellow-headed blackbirds.

12.11.4.5 Uplands

The upland habitat of both Units includes several hundred acres of upland sage steppe habitat consisting of native sagebrush, rabbitbrush and Great Basin wild rye bunchgrass. The largest uninterrupted tracts of upland habitat found on the Lake Lowell Unit 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.

12.12 IDAHO DEPARTMENT OF FISH AND GAME (IDFG)

IDFG manages fish and wildlife populations and they don't manage habitat. Their 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.

Three primary issues to consider when planning for the City of Nampa's future growth:

- a. Impacts to fish and wildlife habitat such as habitat fragmentation from leapfrog development, encroachment into wildlife habitat (i.e. Deer Flat National Wildlife Refuge), impacts to waterways, etc.
- b. Access for hunters and anglers to creeks and drains for fishing and private agricultural land (with permission) for waterfowl hunting is important. Additional issues will likely come up as the City continues to expand, especially if Nampa City limits reach the Boise River.
- c. Land development can lead to impacts to an increase in some undesirable species, such as high concentrations of Canada geese in public areas like parks and golf courses, and skunks and raccoons in neighborhoods. Too many of these species can result in conflicts with residents and also increase the demands placed on the City and IDFG.

GOAL 1: Retain the existing high quality environment for future generations by ensuring that land, air, water and wildlife are not diminished in quality or quantity due to future activity.

OBJECTIVES AND STRATEGIES FOR THE NATURAL ENVIRONMENT

OBJECTIVE 1: Protect the health and integrity of the natural environment because of its importance in maintaining a competitive advantage with other regions.

STRATEGY 1: Recognize the natural beauty and resources of the City.

STRATEGY 2: Respect the natural resources from degradation.

STRATEGY 3: Conduct a natural resource audit, which includes maps and descriptions of various resources, such as wetlands, flood hazard areas, slopes, soils, geology, and protected lands.

OBJECTIVE 2: Manage the natural resources of the City for the use and benefit of present and future generations.

STRATEGY 1: Preserve open space, natural beauty and critical environmental areas.

STRATEGY 2: Identify the area's natural resources and work with the appropriate agencies to reduce impacts to wildlife habitats and develop strategies to preserve these areas through public/private partnerships.

STRATEGY 3: Preserve Deer Flat National Wildlife Refuge (DFNWR).

- OBJECTIVE 3:** Preserve the natural beauty, habitat and recreational opportunities of Indian Creek, Lake Lowell and Deer Flat National Wildlife Refuge.
- STRATEGY 1:** Develop appropriate landscape buffers to mitigate impacts to natural ecosystem for development.
- STRATEGY 2:** Recognize the value of the Deer Flat National Wildlife Refuge near the City of Nampa. Value includes:
- a. Economic inputs that wildlife dependent activities fishing, hunting bring to a region;
 - b. Wildlife observation;
 - c. Education and interpretation;
 - d. Aesthetics of having a conservation area;
 - e. Protected land as a neighbor;
 - f. Educational opportunities for schools and
 - g. Health benefits provided by engaging youth and adults in wildlife dependent outdoor recreation activities
- OBJECTIVE 4:** Promote natural resource areas by creating, preserving, and enhancing parks, hiking trails, active and passive recreation facilities and by creating useable open space for the betterment of the community.
- STRATEGY 1:** Provide a system of interconnecting greenways and ecological corridors that connect natural areas to open space.
- STRATEGY 2:** Develop partnerships with various agencies (the State of Idaho, Bureau of Reclamation, Irrigation Districts and others) to consider irrigation canals/ditches as multi-use facilities.

OBJECTIVES AND STRATEGIES FOR WATER RESOURCES

- OBJECTIVE 5:** Protect and improve natural and man-made waterways.
- STRATEGY 1:** Develop, maintain and implement a ground water and well head protection plan in cooperation with appropriate jurisdictional agencies.
- OBJECTIVE 6:** Protect water quality and quantity in the City's streams, rivers, creeks, drains, lakes, and groundwater and consider the potential regional impacts on water supply and wastewater management for all proposed developments.
- STRATEGY 1:** Minimize impacts to wetlands and riparian areas since they are important in flood protection, maintaining water quality and providing habitat.
- STRATEGY 2:** Minimize impacts to Lake Lowell Water Quality.

- STRATEGY 3: Encourage administration and proper management of the City's water resources.
- STRATEGY 4: Develop guidelines and/or regulations that would mitigate any adverse impact to land and water.
- OBJECTIVES 7: Protect and enhance the City's water quality and quantity.
- STRATEGY 1: Encourage administration and proper management of the City's water resources.
- STRATEGY 2: Protect the City's water rights.
- STRATEGY 3: Explore opportunities to purchase additional water rights.
- STRATEGY 4: Develop a Stormwater Management Protection Plan (SWMPP) to comply with federal stormwater permit requirements and adequately address local surface water quality concerns.
- STRATEGY 5: Develop guidelines and/or regulations that would mitigate any adverse impact to land and water.
- STRATEGY 6: Protect the areas where crucial aquifers are replenished and avoid new development in flood-prone areas.

OBJECTIVES AND STRATEGIES FOR AIR QUALITY

- OBJECTIVES 8: Protect the City's air quality.
- STRATEGY 1: Develop air quality measures for the City of Nampa by:
- a. Working with area businesses to reduce air pollution.
 - b. Promote the development and encourage the use of alternative transportation to reduce air emissions.
 - c. Develop programs to enhance air quality.
 - d. Develop a fugitive dust ordinance.
 - e. Support the implementation of air emission standards.
- STRATEGY 2: Commercial and industrial development and residential subdivisions should be accessible by paving roadways in order to protect air quality.

OBJECTIVES AND STRATEGIES FOR ODORS

- OBJECTIVE 9: Reduce odor emissions.
- STRATEGY 1: Partner with area businesses to reduce odor emissions.

OBJECTIVES AND STRATEGIES FOR FARMING PRACTICES

OBJECTIVE 10: Encourage farming practices that reduce negative impacts to the area's Natural Resources.

STRATEGY 1: Educate farmers and ranchers about impacts of farming on the areas natural resources of land, air, water.

STRATEGY 2: Encourage the use of agricultural lands for agricultural purposes.

GOAL 2: Encourage development that is compatible with or enhances natural resource values including air, water, soil and vegetation.

OBJECTIVES AND STRATEGIES FOR THE DEVELOPMENT IMPACTS

OBJECTIVE 11: Encourage environmentally sensitive areas are left in a relatively undisturbed state.

STRATEGY 1: Implement appropriate goals and development requirements, including setbacks, densities, development standards, and open space requirements to minimize impact on natural resources.

STRATEGY 2: Direct new development away from floodway areas.

OBJECTIVE 12: Develop partnerships between the City and private industry to plan for future development that utilizes our natural resources at their highest potential without creating undue environmental degradation.

STRATEGY 1: Encourage the preservation of open space, wildlife and fish habitats.

- a. Locate development away from sensitive wildlife habitat areas.
- b. Adopt ordinances, site plan review procedures, subdivision regulations, overlay zones and/or design review standards to address land issues in or near wildlife, water resources, scenic views, steep slopes and unique habitats.

STRATEGY 2: Encourage all developments to comply with applicable water quality, air quality, species protection, and land use regulations.

STRATEGY 3: Develop air quality and water quality standards.

STRATEGY 4: Buffer natural resources from incompatible land uses.

OBJECTIVE 13: Identify and mitigated environmental impacts attributable to new development, where necessary.

STRATEGY 1: Develop a checklist to review development proposals that will consider the impact to the natural environment and encourage their preservation and use as open space.

OBJECTIVES AND STRATEGIES FOR ALTERNATIVE ENERGY IN RESIDENTIAL, COMMERCIAL AND INDUSTRIAL STRUCTURES

OBJECTIVE 14: Explore the use of solar, wind and other alternate energy to reduce energy consumption.

STRATEGY 1: Develop strategies that allow the use of alternative energy sources.

STRATEGY 2: Encourage the use of green energy resources.

OBJECTIVES AND STRATEGIES FOR AGRICULTURAL AREAS

OBJECTIVES: 15: Preserve agricultural soils and areas of contiguous agricultural activity in Canyon County.

STRATEGY 1: Development should be designed to preserve open space and valuable agricultural land.

STRATEGY 2: Identify and implement programs that are designed to conserve agricultural lands, such as land trust, transfer of development rights (TDRs) and others.

STRATEGY 3: Coordinate with the Deer Flat National Wildlife Refuge (DFNWR) regarding development in agricultural lands surrounding Lake Lowell.

OBJECTIVE 16: Partner with Canyon County and the City of Caldwell to develop strategies for implementation in agricultural lands.

STRATEGY 1: Work with Canyon County Commissioners and its Planning Department in the preservation of agricultural lands.

STRATEGY 2: Enhance the viability of existing farming operations and agricultural businesses and encourage new ones to be formed.

STRATEGY 3: Provide for a variety of formal and informal economic activities, such as agri-tourism, home businesses and others which support a rural way of life.

EXHIBIT 12-5- NATURAL RESOURCES IMPLEMENTATION ACTIONS

#	<i>ACTION</i>	<i>DIVISION AND DEPARTMENT</i>	<i>IMPACTS</i>
1	Create a Specific Area Plan for lands surrounding the Deer Flat National Wildlife Refuge and Lake Lowell Area.	Planning Department, partnership with the Deer Flat National Wildlife Refuge.	Staff Time/Cost of Study
2	Conduct a natural resource audit.	Public Works	Staff Time/Cost of Study
3	Support the use of alternative energy production and use.	Building Services and Public Works	Staff Time/Cost of Study
4	Support the purchase of C & G vehicles.	Mayor and Council	Cost of Vehicles



CHAPTER THIRTEEN - HAZARDOUS AREAS

13.0 EXECUTIVE SUMMARY

Hazardous areas are those areas which currently threaten, or may have the potential to threaten, human health, property, and/or wildlife. By identifying these areas, the City can help minimize hazards to potential development of the land. Hazardous areas can be the result of the natural environment, such as: floodplains, landslides, snowslides and earthquakes; but could also include man-made hazards such as landfills, railroad crossings, airport clear zones, and the transport of hazardous materials by rail and truck. In addition, the burning of grasses, weeds, crops and other materials as well as fugitive dust can impact air quality. A list of potential risks, such as the transportation of agricultural product, uncovered loads, storm drainage ponds and irrigation canals are identified in Section 13.6.

With the relatively flat topography of Nampa, the primary natural hazard is from flooding. The Treasure Valley has been identified as high risk for flooding. However, Idaho has been identified by the Federal Emergency Management Agency (FEMA) as the fifth highest state in the nation for earthquake risk.

In 2010, as part of the Airport Master Plan, completed by Kimley-Horn and Associates for the City of Nampa, hazardous areas were identified within the airport study area and are listed in Exhibits 13-5 and 13-6.

The goals, objectives, strategies, implementation and recommendations will guide the City in identifying and developing solutions to meet community needs and protect its residents and visitors.

13.1 EXISTING CONDITIONS

13.1.1 Geology/Topography

The City of Nampa is located 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.

13.1.2 Minerals

No prominent minerals have been found within the City of Nampa or Area of City Impact.

13.1.3 Soils

A complete review of the soils of the area has been identified in Exhibit 12-4 located within Chapter 12, Natural Resources.

13. 1.4 Air Quality

In 2002, the Treasure Valley exceeded federal standards for ozone and particulate matter (PM). Vehicle emissions play a significant role in creating ozone and PM, and are the primary source of carbon monoxide in the atmosphere. In 2010, Canyon County started vehicle emissions testing. Other impacts include fugitive dust and burning.

During the active growth periods consisting of the years of 2000-2008, fugitive dust became an issue in many cities of the Treasure Valley. Fugitive dust is simply dust that is stirred up, creating an air quality problem. It is made up of fine particles called particulate matter or PM. As PM irritates eyes and nasal tissue and seriously impacts the respiratory system, PM is a health concern. It also inhibits normal plant growth and development.

Fugitive dust may come from gravel operations, construction or demolition activities, land clearing and exposed surfaces, roadways, and mining activities. In some communities, air quality rules specify that dust created by these activities be minimized. During construction season, as the ground dries and construction-related activities peak - around April through the late Fall the City may receive questions and complaints about dust.

Another impact is the burning of materials. The burning of grasses, weeds, crops, and other material and fireplaces/wood stoves can be a hazard based upon the time of year. 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 may need to discuss the issue of the impact of inefficient wood burning fireplaces/woodstoves to Nampa's air quality. As the City is surrounded by agricultural land uses and on occasion the burning of crops, it is important that the City have a working relationship with Ada and Canyon Counties to discuss any potential impacts to air quality.

13.2 NATURAL HAZARDS

13.2.1 Floodplain/Flood Fringe

Floodplain/flood fringe are areas that are seasonally inundated by rivers, streams, or creeks. These areas are delineated in terms of their frequency of flooding, such as 100-year and 500-year. The floodway is an area within the flood plain/flood fringe that includes that channel and any area below the ordinary high water level. These areas are identified and mapped by the (FEMA). Floodways and flood plain/flood fringe are important because of their hazardous potential and their ability to store floodwater. Because lands within these areas are subject to flooding, development is usually heavily regulated and/or prohibited, particularly in the floodways.

Generally, these areas are less conducive to the construction of housing, commercial or industrial structures. However, these areas can be used as a resource for recreation, in the form of open space, sports fields, and scenic areas. These types of facilities do not typically interfere with the flow of water and are not significantly impacted by seasonal flooding (MIG 2000). Exhibit 13-1 shows the 100-year flood plain/flood fringe within the City of Nampa.

The floodplain in the City of Nampa has significantly increased based upon FEMA's evaluation in 2010. Nampa and Caldwell have been negotiating with FEMA over the evaluation. Significant strides have been made, but the City will still be impacted by the floodplain study. The flood plain/flood fringe impacts property along Indian Creek and Mason Creek.

Of these items the five biggest issues will be flood-plain/flood fringe and flood- plain/flood fringe management, stormwater, irrigation and agricultural conversion.

EXHIBIT 13-1- FLOODPLAIN SCHEMATIC

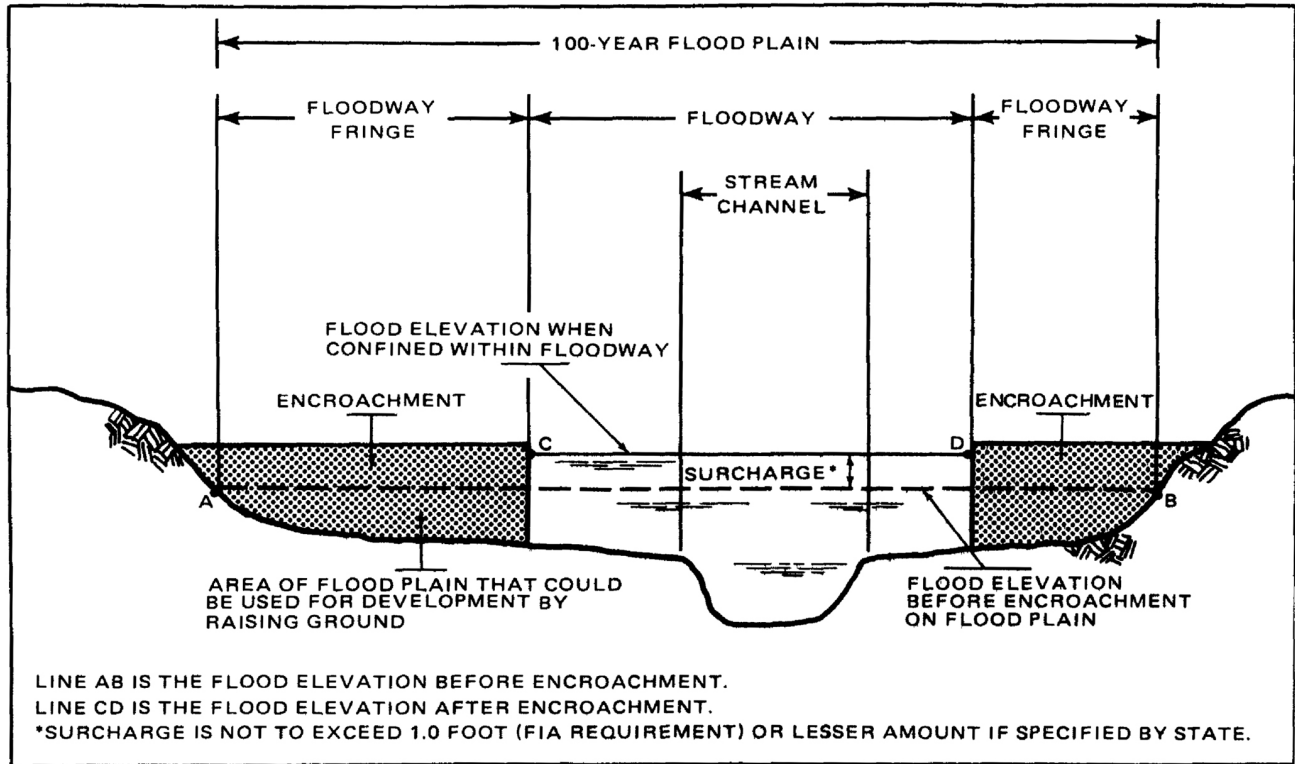
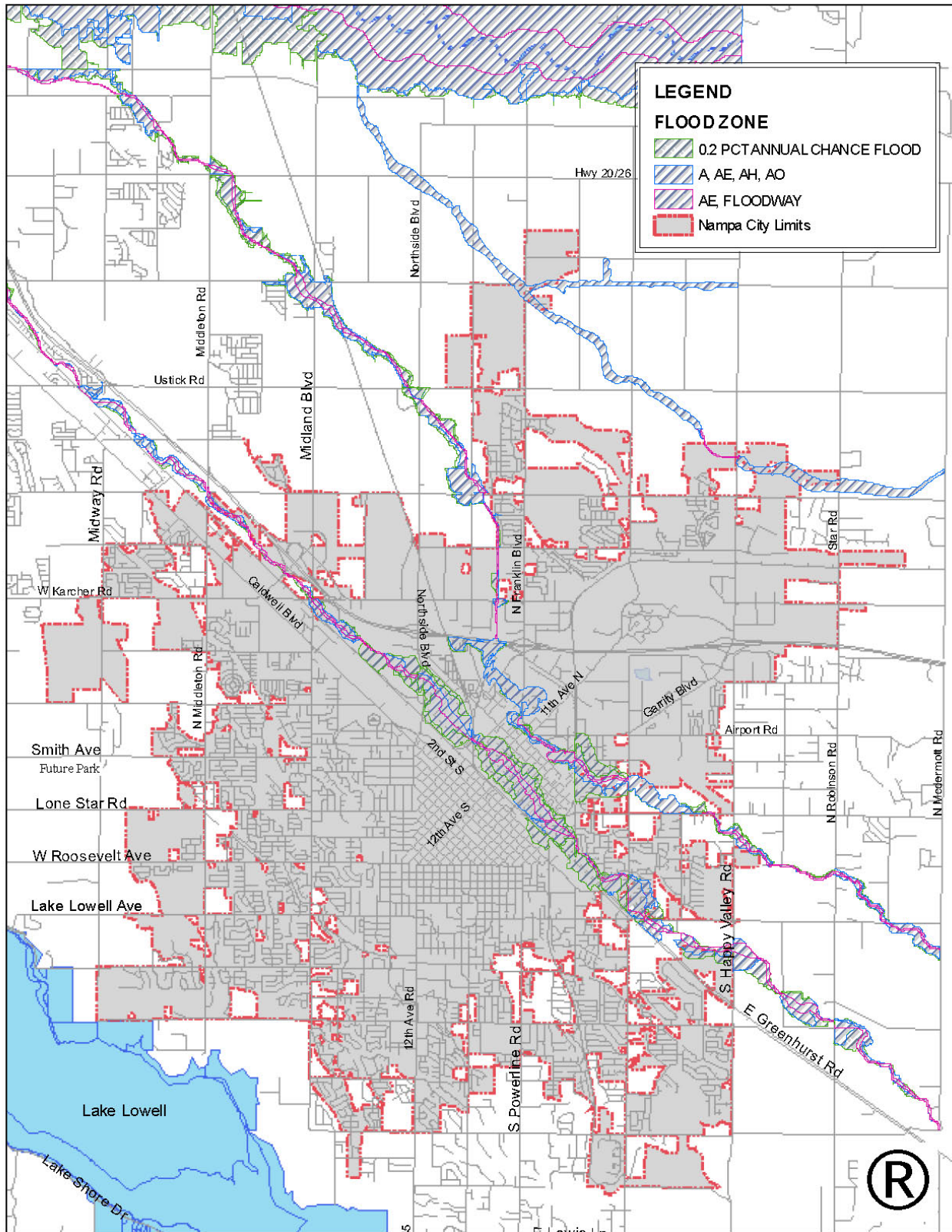


EXHIBIT 13-2 – FLOODPLAIN MAP



13.2.2 Creeks, Irrigation, Drainage, Canals and Ditches

The City has Indian Creek, Mason Creek, three irrigation districts, Nampa-Meridian, Pioneer, and Boise-Kuna, the Elijah and Wilson Drains, the Phyllis Canal and various canals and ditches that bring water through the City of Nampa. The canals and ditches have different function and their impacts vary based upon needs of the City residents and agricultural community.

One of the major concerns of the canals and ditches which could occur is flooding. In addition, if the canals and ditches are compromised there can be possible drowning and contamination of water.

Two other waterways, the Boise River and Lake Lowell, which are outside of the City limits, but has floodplain and recreation impacts to the City.

13.2.3 Earthquakes/Seismic Activity

Idaho is ranked 5th highest in the nation for earthquake risk after California, Alaska, Nevada and Utah according to the Federal Emergency Management Agency (FEMA). Idaho has experienced two of the largest earthquakes in the lower 48 states in the last 40 years. In 1983, the Borah Peak quake measured 7.3 on the Richter scale, and in 1959, Hebgen Lake experienced a quake that measured 7.5, which is the largest ever recorded in Idaho. Nampa is a fairly high seismic zone. Exhibit 13-3 describes earthquakes/seismic activity in Nampa.

The newest fault line discovered in September 2010 is located within Idaho's Sawtooth Range approximately 65 miles from Boise. It is located from near Stanley Lake at the north and at least as far south as Pettit Lake. The City of Nampa, which is located in a high risk seismic zone, could be affected (See Exhibit 13-4.)

Since 1988, all buildings in Idaho have been required to conform to the Uniform Building Code (UBC), now the International Building Code (IBC). The IBC designates different earthquake hazard zones (Zones 0-4), and within each zone different building design and construction features are required to ensure earthquake resistance.

EXHIBIT 13-3 – REGIONAL EARTHQUAKES - DATE, TIME, MAGNITUDE AND LOCATION

MAGNITUDE	DATE	TIME	LOCATION OF EARTHQUAKE
4.1	11/30/2002	09:29:25	Occurred 97.6 miles away from City center
4.0	10/27/1994	03:35:53	Occurred 88.4 miles away from the City center
3.8	10/4/2002	00:56:04	Occurred 66.6 miles away from the City center
3.8	9/29/2005	13:50:15	Occurred 69.9 miles away from City center
3.8	10/2/2005	01:10:01	Occurred 72.1 miles away from the City center
3.8	9/28/2005	05:27:32	Occurred 74.3 miles away from City center

SOURCE: [HTTP://WWW.CITY-DATA.COM/CITY/NAMPA](http://WWW.CITY-DATA.COM/CITY/NAMPA)

13.2.4 Storm Water Drainage

The City of Nampa has initiated a Stormwater Management Program almost 2 years prior to EPA's issuance of Nampa's Municipal Separate Storm Sewer System (MS4) Permit effective October 15, 2009. Within the City's Stormwater Management Program, the City has identified issues on Outfall and has developed six minimum control measures to implement its Stormwater Management Plan (SWMP).

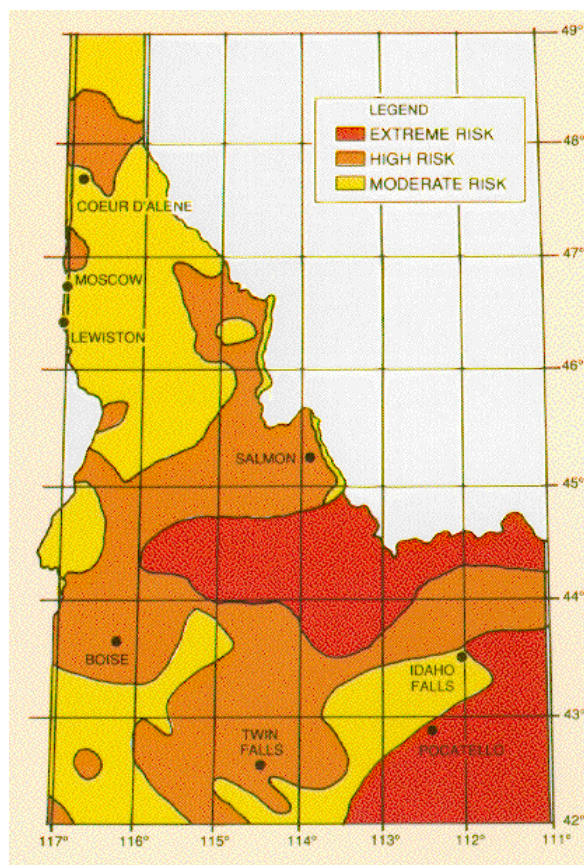
- a. Public Education and Outreach
- b. Public Involvement/Participation
- c. Illicit Discharge Detection and Elimination
- d. Construction Site Stormwater Runoff Control
- e. Post-Construction Stormwater Management in New Development and Redevelopment
- f. Pollution Prevention and Good Housekeeping for Municipal Operations

Further details can be found in the Natural Resources Chapter 12.5.

13.2.5 Well-Head 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, and laid the groundwork and provided guidance for developing individual public water system wellhead protection plans.

EXHIBIT 13-4 – GEOLOGIC SURVEY SEISMIC SHAKING HAZARD MAP OF IDAHO



Many communities throughout Idaho have subsequently pursued voluntary wellhead protection efforts under the guidance set forth within the state's plan. 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.

13.2.6 Winter Storms/Freezing

A winter storm will have one or more of the following weather elements: blizzard conditions, heavy snow, accumulations of freezing rain/drizzle, and/or 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.

13.2.7 Drifting Snow

There have not been any incidents of drifting snow impacts in Nampa.

13.2.8 Snow Loads

Snow can affect buildings, particularly roofs, in many ways. It can cause the collapse of roofs due to heavy snow accumulation; ice and ice dams can result in water leakage under shingles and over flashings; snow can slide from sloped roofs and skylights, endangering pedestrians drifting around buildings, hindering access by people and vehicles and wetting inside buildings from infiltration of wind-blown snow. Snow loads on roofs depend on climatic variables such as the amount and type of snowfall, wind, air temperature, amount of sunshine, and on roof variables such as shape, thermal properties, exposure and surrounding environment. Ground loads are the basis for the estimation of roof loads.

13.2.9 High Water Tables

Areas along drains can be high water tables. Areas around the Idaho Center have groundwater at levels of around 3 feet.

13.2.10 Slides/Steep Slopes

Areas susceptible to land slips, landslides, mudslides, and other forms of rapid erosion would include any areas of unstable soils and cut and fills during construction. These area need to be managed correctly. No areas have been identified as hazardous within the City.

13.3 MAN-MADE HAZARDS

13.3.1 Noise

The U.S. Department of Housing and Urban Development (HUD) has developed criteria to assist noise levels and their degree of undesirability. The three components of noise are frequency, intensity and duration. For analysis purposes, HUD uses the day-night average sound level system, which is denoted as LDN. The LDN is an average noise level of a 24-hour period and weighting it by the addition of 10 decibels for noises occurring between 10:00 p.m. and 7:00 a.m. Noise levels below 65-LDN are considered acceptable. Areas in that be subject to high levels of noise is the Nampa Airport (See Airport Master Plan, November 2010) and in areas along the railroad tracks.

13.3.2 Areas of Groundwater and Soil Contamination

There are no known contamination areas affecting areas of groundwater or soils in Nampa.

13.3.3 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 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 Grandview. 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.

13.4 AIRPORT

The airport comprises approximately 239 acres of land and was originally constructed around 1916 to serve as a pilot training facility and for agricultural uses. The airport serves commuters and general aviation enthusiasts from all over the Treasure Valley. The airport is owned and operated by the City of Nampa and is a key aviation resources to the Treasure Valley. The firm Kimley Horn & Associates developed the Airport Master Plan which was completed in November 2010. According to the master plan, the study would extend for a period of 20 years or 2030. Within the comprehensive plan a major concern is land use and hazardous area impacts to the airport.

13.4.1 Airport/Runway Protection Zones (Land Use Impacts)

The Nampa Municipal Airport is a small 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. Existing land uses include traditional single family home, manufactured/home, commercial and industrial areas. The Department of Housing and Urban Development has set guidelines for noise levels around airports.

During discussions during the reviewing of future land use, it was determined that industrial land uses should be considered in areas north and south of the airport and low density residential land uses of no more than 1 unit per acre would be appropriate 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 wouldn't be considered for any changes. It has been proposed that an expanded runway may be placed in a west and east direction within the airport boundaries.

In addition, 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).

13.4.2 Airport Influence Areas

The Airport Master Plan Update and Airport Layout Plan focused on basic aeronautical forecasts need and justification for developments, and provide a stated plan for implementing recommended development. The proposed facilities will adhere to standards that provide for safe aviation facilities, while accommodating future aviation demand. There were significant concerns about encroachments into airport areas. This has been discussed from the land use perspective in Chapter 13.4.1. Airport Master Plan included airport protection areas. For further information see the Nampa Airport Master Plan.

www.flynampa.us/Category/planning_projects/pdf/master_plan_2011/technical_report/Section_2-Airport_Inventory_final.pdf

13.4.3 Hazardous Materials Sites

Within the Airport Master Plan, an analysis of hazardous materials sites was conducted within a designated study area. As shown in Exhibit 13-7. This is the only known study of hazardous sites in Nampa. Seventeen sites were identified within the study area. (See Exhibits 13-5 and 13-6) describes the name, location and probability of risk as well as any comments associated with the site.

EXHIBITS 13-5 HAZARDOUS MATERIALS SITES IN THE VICINITY OF THE AIRPORT

FEDERAL DATABASES			
RCRA – RESOURCE CONSERVATION RECOVERY ACT: 7 SITES WERE FOUND WITHIN THE SEARCH RADIUS OF THE AIRPORT MASTER PLAN PROJECT			
SITE	NAME	LOCATION	COMMENTS/ PROBABILITY OF RISK
1	Republic Services	424 Sugar Ave. Nampa, ID 83651	RCRA: Conditionally Exempt Small Quality Generator (Active), Last updated 4/1/2005
2	Garrity Blvd. Body Shop	3301 Garrity Blvd. Nampa, ID 83687	RCRA: Small Quantity Generator (Active), Last updated 9/15/2000
3	Gayle Manufacturing Co.	80 N. Kings Rd. Nampa, ID 83686	RCRA: Conditionally Exempt Small Quality Generator (Active), Last updated 9/15/2000
4	Interstate Group LLC	224 Carnation Dr. Nampa, ID 83687	RCRA: Conditionally Exempt Small Quality Generator (Active), Last updated 11/19/2007
5	Nampa Municipal Airport	101 Municipal Dr. Nampa, ID 83687	RCRA: Conditionally Exempt Small Quality Generator (Active), Last updated 9/15/2000
6	Thermo Fluids Inc.	2518 Brandt Ave. Nampa, ID 83687	RCRA: Used Oil Program (Active), Conditionally Exempt Small Quality Generator (Active), Last updated 3/1/2001
7	US Army Idaho National Guard OMS NO SUB 2	212 N. Kings Rd. Nampa, ID 83651	RCRA: Conditionally Exempt Small Quality Generator (Active), Last updated 9/15/2000

SOURCE: CITY OF NAMPA, AIRPORT MASTER PLAN, 2010

EXHIBITS 13-6 HAZARDOUS MATERIALS SITES IN THE VICINITY OF THE AIRPORT

FEDERAL DATABASES			
RCRA – RESOURCE CONSERVATION RECOVERY ACT: 11			
SITE	NAME	LOCATION	COMMENTS/ PROBABILITY OF RISK
1	Aviation Fuel Services (currently Avcenter)	201 Municipal Dr., Nampa, ID 83687	UST (2): Both currently in use
2	Flite Qwest Aviation Inc.	3419 Airport Rd., Nampa, ID 83687	UST (2): Both temporarily out of use
3	Nampa Airport	101 Municipal Dr., Nampa, ID 83687	UST (2): Both currently in use
4	National Guard Armory	212 N. King Rd., Nampa, ID 83687	UST (2): Both permanently out of use, removed from the ground
5	Stinker Store #82	3319 Garrity Blvd., Nampa, ID 83686	UST (4): All currently in use
LUST –LEAKING UNDERGROUND STORAGE TANKS: 1 SITE WERE FOUND WITHIN THE SEARCH RADIUS OF THE AIRPORT MASTER PLAN.			
SITE	NAME	LOCATION	COMMENTS/ PROBABILITY OF RISK
1	Republic Services	528 N. Sugar Ave. Nampa, ID 83651	LUST: Cleanup complete 6/30/1992 UST (3): Tank # and 2, Permanently out of use, removed from the ground; Tank #3 currently in use.

SOURCE: CITY OF NAMPA, AIRPORT MASTER PLAN, 2010

RCRA: RESOURCE CONSERVATION AND RECOVERY ACT

LUST: LEAKING UNDERGROUND STORAGE TANK

UST: UNDERGROUND STORAGE TANK, UST (2): UNDERGROUND STORAGE TANK, UST (3): UNDERGROUND STORAGE TANK, UST (4): UNDERGROUND STORAGE TANK, UST (6): UNDERGROUND STORAGE TANK

13.5 WILDFIRES

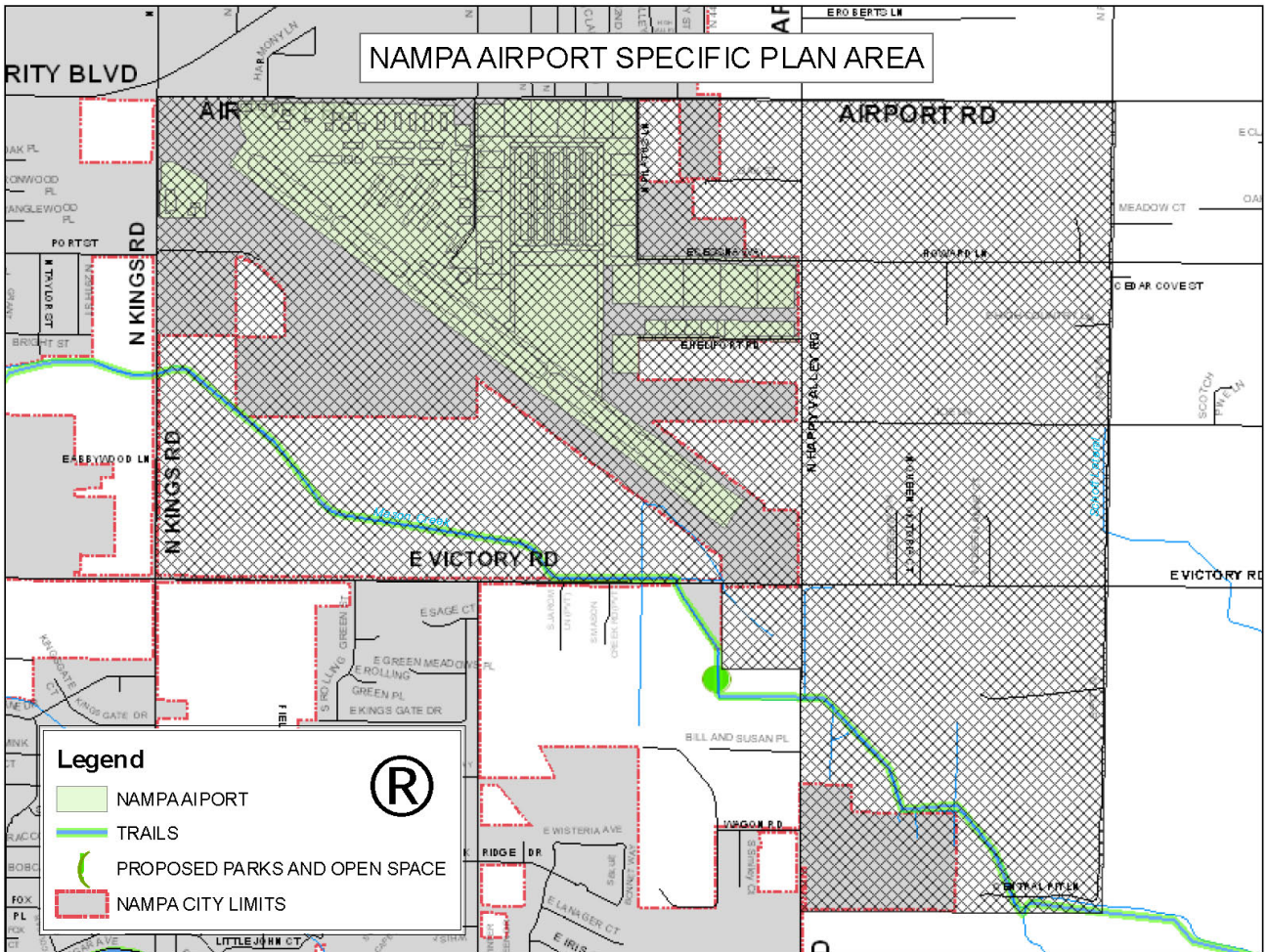
The City of Nampa is bordered by agricultural lands and areas that may have cheat grass and other dry grasses during the summer months. There opportunities for wildfires, during special circumstance, such as dry seasons and during any controlled burns.

13.5.1 Firewise

The National Fire Protection Association's (NFPA), www.nepa.org, 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 USDA Forest Service, www.fs.fed.us, the US Department of the Interior, www.doi.gov, and the National Association of State Foresters, www.stateforesters.org.

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 and take action now to prevent losses.

EXHIBIT 13-7 FUTURE AIRPORT DEVELOPMENT AND HAZARDOUS ZONES - EXHIBIT 6.1 – AIRPORT MASTER PLAN, 2010



13.6 OTHER POTENTIAL RISKS

13.6.1 Transportation of Agricultural Product

A part of Canyon County's and the City of Nampa's roadway system is the transport of agricultural product. Agricultural businesses move products, such as, beets, milk, seed, beef and others to market or for processing, during various seasons of the year. In addition, slow moving (farm equipment) vehicles are located on the same City and county roadway systems. It is important drivers use extra caution, when driving behind these vehicles and especially when they choose to pass.

13.6.2 Hazardous Materials Transportation by Truck or Rail

Construction material and other products such as gravel, hazardous materials can be transported by truck and hazardous materials can be transported by rail. The mayor concern is the possibilities of the movement of materials, spills and non covered loads.

13.6.3 Uncovered Loads

The issue regarding uncovered loads has been a concern of many cities in the Treasure Valley. There has been reported some deaths due to materials coming off of trucks and trailers that is not covered. It is important that the City continue their efforts of requiring that all loads be covered when goods are being transported on the roadways in the City limits.

13.6.4 Storm Drainage Ponds

Storm drainage ponds in general are not hazardous, but two concerns have been brought forth with recent construction developments. Some storage pond had water standing for long periods of time which resulted in the breeding of mosquitoes and it could be a hazard for small children and others. The second concern is based upon how the ponds are designed in which they can turn into a type of quicksand whereby the sand is saturated with water. The site looks solid, but if when stepped upon, sinking occurs.

13.6.5 Railroad Crossings

Despite active and/or passive warning systems, railroad crossings continue to be a very real danger. In 2001, there were over 3,000 railroad-crossing incidents and over 400 fatalities nationally (Federal Railroad Administration [FRA] 2003a). Locally, there are 66 public and private railroad intersections within the City limits (FRA 2003b). These crossings are particularly dangerous in Nampa. At some intersections, roadway intersects the crossing at an angle, creating a blind corner for the driver or, in the case of large trucks, a difficulty in seeing the railroad crossing because it is behind the driver. The FRA has ranked 23 railroad intersections in Nampa. Based on accident incidents and the intersection's physical characteristics, the railroad intersections with the highest accident prediction values include: Robinson Boulevard, Happy Valley Road.

13.6.6 Irrigation Canals

They are located throughout the City and Area of City Impact. Irrigation canals are utilized in Canyon County to feed water to fields of crops each year. There have been concerns regarding children playing near ditches and swimming in ditches. Unfortunately, a least one child dies each year by falling into an irrigation canal in the Treasure Valley.

There are various ways to mitigate the impact, of the hazardous of irrigation canals which, include tiling, fencing and using as an amenity for a proposed development.



13.6.7 Gravel Pits

Gravel pit is the term for an open pit or borrow for the extraction of gravel. The City does not have a gravel pit in the City limits, but gravel is transported through the City. These loads should be covered. In addition, as gravel pits are annexed into the City, how will the City incorporated this use in there zoning ordinance.

13.6.8 Underground Storage Tanks

Underground storage tanks (UST's) means any one or combination of tanks (including underground pipes connected thereto) that is used to contain an accumulation of regulated substances, and the volume of which (including the volume of underground pipes connected thereto) is 10 percent or more beneath the surface of the ground. This does not include, among other things, 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.

The concern for the City is underground storage tanks that may or do have leaks. The airport master plan identifies twenty five sites in the study area. Other possible locations would be any area where buildings were heated with heating oil. Usually these sites do not become known until demolition or renovation of older structures occur. The building department has the authority to deal with these issues.

13.6.9 Brownfields

Brownfield sites are defined as abandoned, idled or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination (USEPA, United States Environmental Protection Agency.) The City of Nampa currently has no brownfield sites on the Idaho DEQ list of brownfields. The City should investigate any abandoned industrial sites are areas known for underground storage tanks for possible brownfield sites.

13.6.10 Hazardous Waste Collection

The objective of efforts to reduce hazardous waste is primarily to protect public health. Keeping hazardous materials out of the landfill protects the groundwater underneath the landfill and further reduces potential pollution liability. There are several ways of assisting citizens and businesses to manage these potentially polluting materials, instead placing them in the landfill. Examples of hazardous material that could be collected are oil-based paints, household batteries, paint thinners, used motor oil, herbicides, drain cleaners, insecticides, cleaning products, lawn chemicals, pesticides, solvents, old gasoline, antifreeze, pool chemicals, hobby chemicals, aerosol paints, mercury, fluorescent lamps blubs, medical prescriptions, automotive batteries could be considered.

13.6.11 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 should be 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 and industrial zones, should be minimized with a buffer area of open space between the hazards and the development.

13.7 DISASTER SERVICES

Any plan to provide services and assistance during an emergency or disaster will require on-site technology personnel as well as carefully developed recovery and service continuity plans and technologies, including communications and collaboration systems, connectivity and database tracking systems. The City will need to work with the appropriate agencies to develop an emergency evacuation plan. Canyon County Emergency Management Agency, 454-7271, has the responsibility to coordinate countywide disaster services operations.

HAZARDOUS AREAS GOALS, OBJECTIVES, AND POLICIES

GOAL 1: Protect the public health, safety and welfare of City residents and property by minimizing the impact of potential hazardous areas within the City and area of City impact, where reasonably possible.

OBJECTIVES AND POLICIES FOR COMMUNITY SAFETY

- OBJECTIVE 1:** Promote and strive to provide a safe community for residents and visitors.
- a. Educate the citizens about potential hazardous areas and activities in the City.
 - b. Identify and take appropriate steps to reduce impacts of hazardous areas.
 - c. Prevent or limit development activity in known hazardous areas.
- STRATEGY 1:** Provide information regarding environmental problems or hazard areas to citizens.
- STRATEGY 2:** Develop an information guide that educates the public regarding hazardous areas in the City.
- STRATEGY 3:** Identify hazardous sites throughout the City.
- STRATEGY 4:** Identify and reduce hazards at railroad crossings.
- STRATEGY 5:** Determine if any noise regulations are needed in the City of Nampa.

OBJECTIVES AND POLICIES FOR THE AIRPORT

- OBJECTIVE 2:** Reduce land use and hazardous impacts to the airport.
- STRATEGY 1:** Implement the adopted Airport Master Plan of November 2010.

OBJECTIVES AND POLICIES FOR RECYCLING

- OBJECTIVE 3:** Continue to educate the public regarding recycling.
- STRATEGY 1:** Provide waste recycling options and educate public regarding proper waste disposal.
- STRATEGY 2:** Continue to support and promote City-wide recycling programs.
- STRATEGY 3:** Develop a partner with area agencies to establish a hazardous material/waste collection program for electronic waste, batteries, medicines and similar products.

OBJECTIVES AND POLICIES FOR AIR QUALITY

OBJECTIVE 4: Support policies that support maintaining healthy air quality.

STRATEGY 1: Support air emission regulations.

OBJECTIVES AND POLICIES FOR WATER HAZARDS AND CONCERNS

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

STRATEGY 1: Reduce safety impacts to the public in regards to creeks, irrigation canals, drains and ditches;

OBJECTIVE 6: Encourage the prevention of threats of contamination to groundwater through land use planning and development guidelines;

- a. Control sources of pollutants from entering the City's water resources and
- b. Reduce impacts to water table.

STRATEGY 1: Regulate pollutants running into the Indian and Mason Creek.

STRATEGY 3: Develop ordinances and guidelines for storm water drainage management that support and meet the state and federal permitting program.

STRATEGY 4: Develop a Stormwater Management Plan (SWMP) to comply with federal stormwater permit requirements and adequately address local surface water quality concerns.

OBJECTIVES AND POLICIES FOR FLOODPLAIN/FLOOD FRINGE AND FLOODWAY

OBJECTIVE 7: Identify all lands within the FEMA 100-year and 500-year floodplains.

STRATEGY 1: Update the City of Nampa's floodplain/flood fringe map and within floodplain/flood fringe

OBJECTIVE 8: Ensure that flood prevention and floodplain standards minimize financial loss and maximize protection of property in the event of flooding.

STRATEGY 1: Affected citizens should participate in the national flood insurance program.

OBJECTIVE 9: Ensure that new structures and development sites to not impact the floodplain/floodfringe.

STRATEGY 1: Structural development within the floodways that would impede or alter the natural flow of floodwaters should be minimized.

STRATEGY 2: Floodways shall not be altered in any way that would increase flood damage to surrounding properties, either upstream or downstream.

OBJECTIVE 10: Reduce the impacts of hazardous materials within the floodplain/flood fringe.

STRATEGY 1: Discourage the manufacturing or storage of toxic, flammable, explosive, or radioactive materials in the floodplain/flood fringe.

OBJECTIVE 11: Provide satisfactory safeguards for public and private development, in regards to flood prevention and floodplain/flood fringe development standards and practices.

STRATEGY 1: Setbacks and/or safety requirements should be established along the periphery of floodways to protect structures from damage by lateral erosion.

STRATEGY 2: Discourage the construction of schools, clinics, or other immediate care facilities within the floodplain/flood fringe.

STRATEGY 3: Encourage developers to provide notification to prospective buyers that the property is within a floodplain/flood fringe or alluvial fan by deed restriction or other similar method.

STRATEGY 4: Continue to provide information the residents, property owners and the development community regarding impacts to the floodplain and/flood fringe.

OBJECTIVE 12: Work with the development community and property owners for other uses for floodplain and/flood fringe rather than development.

STRATEGY 1: Use tributary floodways as open space, farmland and wildlife habitat.

STRATEGY 2: Encourage that the floodplain/flood fringe is used as open space.

OBJECTIVES AND POLICIES FOR HAZARDOUS SITES/AREAS

OBJECTIVE 13: Continue to reduce impact of hazardous areas within the City limits and the Area of City Impact.

STRATEGY 1: Require, when necessary, proper studies to show that an area to be developed is not hazardous as defined in Idaho Code Section 67-6508(g).

STRATEGY 2: Conduct a study to identify hazardous impacts in abandoned industrial sites

STRATEGY 3: Continue to identify the location of underground oil and gas storage units.

STRATEGY 4: Continue to require a permit for any extraction taking place within the City limits.

OBJECTIVES AND POLICIES FOR GEOLOGIC AND SEISMIC HAZARDS

OBJECTIVE 14: Ensure that new structures and development sites are designed to minimize likelihood of damage resulting from geologic and seismic hazards.

STRATEGY 1: Monitor compliance to the International Building.

OBJECTIVES AND POLICIES FOR EVACUATION ACTIVITIES

OBJECTIVE 15: 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.

- a. Identify alternative routes in the case of emergency.
- b. Preparedness through public education training drills and exercises.
- c. Develop an early warning system.

EXHIBIT 13-8- HAZARDOUS AREAS IMPLEMENTATION ACTIONS

#	ACTION	DEPARTMENT AND DIVISIONS	IMPACTS
1	Conduct a study to identify hazardous sites in abandoned industrial sites, as well as, the location of underground oil, gasoline and other fuel storage tanks.	Public Works, Building Services and Fire department	Staff Time/ Consultant
2	Keep updated the City disaster and evacuation plans.	Fire and Police	Staff Time
3	Educate the public regarding the City's evacuation plan.	Mayor's Office and Public Works	Staff Time
4	Encourage the transport of hazardous materials to avoid Downtown Nampa.	Public Works	Staff Time
5	Enforce the fugitive dust ordinance.	Public Works	Staff Time



GLOSSARY

Absentee 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 with approximately 3.5-acres per 1,000-people.

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 that define the built and natural environment within the community help to create its character. These include historic buildings, natural stream corridors, woodlands, residential neighborhoods of different types, building density and orientation (auto- or pedestrian-oriented), and the scale and quantity of signage.

Community of Place - A dynamic, diverse, compact and efficient center that has evolved and maintained at a human scale, with an easily accessible central core of commercial and community services, residential units and recognizable natural and built landmarks and boundaries that provide a sense of place and 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 new residential acreage (as applicable) contained within the development and calculated on a per-acre basis.

Density (Gross) - Calculated by dividing the total number of units by the total acreage.

Density (Net) - Calculated by dividing the [total number of units] by the [total acreage minus all publicly dedicated land].

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 this 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. They are often transformed into suburbs or edge cities within a 20-30 year period.

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, which are within the floodway and the floodway fringe.

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 flood most commonly used for 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.

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 Units - Where a person lives/dwells.

Incompatible Land Uses - The location of a more-intensive land uses adjacent to less-intensive land uses.

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 - See Odd-Lot Development.

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 - They are nonprofit organizations whose primary purpose is the preservation of undeveloped open land for conservation value to the community. Land trusts are concerned with all kinds of open space land, or they focus on specific resources, such as farmland, prairie, mountain ridges, watersheds, river corridors, lakes, parks, or community gardens. Land trusts can be rural, suburban, or urban, depending upon the geography they serve.

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.

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 double wide structure with a Department of Housing and Urban Development (HUD) label certifying that it was constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974.

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.

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 singlewide structure, which is constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, intended for human occupancy, which was constructed between January 1, 1962 and June 15, 1976.

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. They should be approximately 2-acres per 1,000 residents.

Neighborhood Refinement Plan - A master plan for development or redevelopment of neighborhoods.

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.

Odd-Lot Development - The development of new housing or other buildings on scattered vacant sites in a built up area.

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. The term "open space".

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

Planning Period - The period of time between 2005 and the year 2025 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.

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.

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.

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.

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 wireless or telephone lines, using modems, fax machines, or other electronic devices in conjunction with computers.

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.

Comment: Transfer of development rights, or transfer of development credits, is a relatively new land development control tool used to preserve open space and farmland.

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 applied 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.

Walkway - (A) A right-of-way dedicated to public use that is not within a street right-of-way, to facilitate pedestrian access through a subdivision block by means of a hard surface path. (B) 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.

EXHIBIT 14-1 - FUTURE LAND USE MAP