



# Comprehensive Plan Review Advisory Committee

*Meeting #2 - Summary*

November 2018

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**Prepared by:**  
Karla Nelson, Community Planner



## Overview

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Nampa's current Comprehensive Plan was adopted in 2012 after a more than two-year process which involved over 300 residents. Much of the plan is likely still applicable, but with continued growth, it is time for a complete review. The comprehensive plan review will focus on updating data, changing the horizon year to 2040 to match other plans, reviewing the existing 739 strategies, and examining the future land use map to make sure that the plan is still relevant. The Comprehensive Plan Advisory committee will be the primary body tasked with reviewing the plan and with making recommendations to the Planning and Zoning Commission and City Council. The broader community will also be involved through a Boise State University Survey, open house and other opportunities.

The second Comprehensive Plan Advisory Committee meeting was held on Thursday, November 15, 2018 from 4-6 pm at the Civic Center. Sixty-five people signed into the meeting. This document outlines the meeting content and outcomes.

## Presentation

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After an introduction by the Mayor a brief presentation covering the first meeting was provided. The update process was reviewed along with outcomes from the policy questionnaire and strategy break-out groups. Clair Bowman gave a presentation on the transportation master plan and impact fees. Finally, Karla Nelson covered land use policies and future land use designations in the current plan. The presentations and the future land use designation packet are included as attachments to this summary.

## Future Land Use Map – Rotation

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Future land use maps were positioned around the meeting room, each map had a different focus: transportation, parks & pathways, housing & mixed-use areas, and economic development. Committee members were asked to consider the future land use map from each of these perspectives and were encouraged to suggest any needed changes. The maps included highlighted areas suggested for a change by city staff. The maps are included as an attachment to this summary.

### Transportation:

Clair Bowman, Senior Transportation Planner and Norm Holm, Planning Director led a discussion with groups on future land uses in relation to transportation. In these groups, Clair Bowman explained how transportation improvements encourage new land uses and how in-turn large land use developments necessitate transportation improvements. Changes proposed by staff are detailed below with committee comments.

- **Highway 20/26** is planned to be widened to 5 lanes from Caldwell to Boise. This improvement will draw more people to this corridor. In response to these improvements there will likely be greater development pressures in the area. Staff has

proposed that the area between the Boise River and Highway 20/26 be reimagined as a community mixed use area. Similarly, the land south of Highway 20/26 could be reimagined as a residential mixed-use area. These changes would allow for more commercial, retail, office and higher density residential uses along this major transportation corridor. Few committee comments were made.

- The current map includes community mixed-use nodes along major intersections on **Ustick Road**. Staff has proposed a change from medium density residential to residential mixed-use in between these nodes. Consideration for residential mixed use would allow for a variety of commercial, retail and office use along with residential. Committee members felt that mixed uses areas here and along 20/26 should include green space requirements.
- A portion of the future alignment of **State Highway 16** calls for medium density residential and high density residential. Staff suggested that these designations be changed to community mixed-use in order to buffer residential uses from the noise and impacts of the future highway. Committee members brought up the new Meridian High School and other development interests in the area. Some committee members mentioned that they would like to keep High Density residential in the area as there are many jobs planned near the interstate and these employees will need affordable places to live. It was explained that Community Mixed Use allows for high density residential along with other commercial and office uses. The apartment complex near winco was brought up as a good model as it is close to important services and it offers easy access to the interstate.
- There are considerations to realign **Highway 45** to keep trucks out of downtown, the realignment would bring truck traffic along 7<sup>th</sup> Street South, Yale and Northside. Medium density areas along the corridor potentially could change to residential mixed use.

**Other transportation/land use related comments:**

- A committee member brought up a beltway idea to ease congestion – similar to Denver and Salt Lake. It was explained that transportation funding is limited, and it would be difficult to accomplish.
- Consider parking needs as property is zoned.
- Consider an impact fee for bicycles.
- There should be a gradual transition between very different land uses.
- We should consider bicycle and pedestrian infrastructure.

Parks, Pathways and Specific Planning Areas:

Dan Quakenbush, city of Nampa Planner, explained that at this location we are asking the committee to consider general locations for proposed parks and pathways. Proposed parks are

shown as green dots on the map, the locations are not exact but are meant to indicate that a future park would be desirable within a ½ mile.

Darrin Johnson, Parks Superintendent, explained that the city is currently building Orah Brandt Park by Franklin and Cherry which will include seven to eight acres of grass and other amenities over time. On the west side of town, the city is developing Midway Park which at full build out will include 52 acres, a playground, pickle ball courts, baseball fields and extra space for soccer practice. Land is designated for a dog park at Smith and Middleton. Darrin expressed that we lack parks near Columbia High school and many have expressed interest in more green space downtown. There are national efforts to have a park within a 10-minute walk from every household. The city is a long way from that, but we are instead focusing on destination parks – as neighborhood parks aren't meeting the need for soccer, baseball and swimming pools.

Committee Comments on Parks:

- The city should consider parks along the Boise River as a long-term vision.
- It seems like most of the dots are in commercial areas, the city should consider more parks for residential areas. Darrin Johnson explained that it is difficult to add parks to already built out residential areas and in many of these areas we do have existing neighborhood parks, but it is helpful feedback to know that people would like to see more parks in residential areas.
- The Deer Flat refuge manager expressed a desire to see a dog park near the refuge so that people would have a place to allow their dogs off leash.
- The city should consider more open space requirements in new sub-divisions to help meet park needs. These areas could be maintained by Home Owners Associations.
- There is a future park shown in the industrial area near Ten Lane and Cherry Lane. The city should consider moving this park closer to St Luke's and the commercial developments off Midland Boulevard. There are more people in the commercial area who could utilize a future park.
- There should be a park considered for the high-density area near Highway 16.
- As more parks are added, the city will need more employees and maintenance funds, these long-term preservation costs should be considered.
- Committee members asked if we are working with the school district to use school fields as neighborhood parks. Darrin explained that Skyview is the best relationship, we can use their parking. In some cases, we have worked with elementary schools but there is already some greenspace at these schools, so it might be better to focus on areas where there are not any greenspace or open space amenities. Some mentioned a desire to see more natural areas near schools.
- The city should consider community or pollinator gardens. These educational or edible gardens could be located near schools. Darrin shared that a rain garden is planned but not yet funded for Lakeview Park.
- Beautification efforts should be considered along the Garrity exit at the freeway. This is an important entrance to the city and it would be enhanced by landscaping.

Committee Comments on Pathways & Sidewalks:

- Committee members shared that they would like to see the pathway system connected with access to important activity areas and schools. Darrin explained that pathways are often developed in chunks. New developments are required to build any associated pathways as shown on our pathway map. This practice saves the city money, but it does mean that there will be pathway gaps in locations that have not yet developed.
- The committee brought up the idea of having rails with trails, Darrin explained that a regional planning group has been working on this issue and is continuing to plan for a regional rail with trails connection, there has however been resistance from the railroad.
- Sidewalk connectivity is very important, and the city should find ways to fill in sidewalk gaps in existing neighborhoods, especially as they connect to schools.
- There should be pedestrian friendly sidewalks leading to downtown.

Housing and Mixed-Use Areas

Robert Hobbs, Assistant Planning Director shared information about the future land use map and its relationship to zoning designations. He then went through a variety of staff proposed changes from a housing and mixed-use perspective:

- Most of the group agreed with the staff proposed change to consider Community Mixed Use development between the Boise River and Highway 20/26 and Residential Mixed Use for a distance south of Highway 20/26. Committee members shared that people want to live by water and there is potential for very nice homes to develop in the area north of Highway 20/26. Other areas in the valley have seen high-end homes develop along the Boise River and it could certainly continue into Nampa as the city grows north. Others expressed environmental concerns with allowing development near the Boise River.
- The committee felt that Residential Mixed-Use makes sense for the entire corridor along Ustick Road and that a similar configuration should be considered along Cherry Lane.
- The majority felt that a commercial buffer would be important along the State Highway 16 corridor. This buffer would protect residential uses from noise and fumes.
- Staff suggested a change on the east side of the Airport which would revise the map to a residential mixed-use designation with an airport overlay. There are already many businesses combined with residences and this proposed change would honor existing uses while also adding considerations for airport compatibility. Most of the committee agreed with the proposed change but felt that industrial areas should remain industrial.
- The committee largely agreed with changes to employment center designation in south Nampa. They felt that these areas are more appropriate for Medium Density Residential or Residential Mixed Use. They did feel that the neighborhood Walmart should have a commercial designation.
- The group agreed with changing Stiehl Falls subdivision to Medium Density Residential to align with the approved subdivision.

### Economic Development

Karla Nelson, Community Planner, and Beth Ineck, Economic Development Director described proposed changes to the future land use map from an Economic Development perspective. Committee members were asked their opinions on the proposed changes and were asked to consider if any additional changes are warranted.

Proposed changes north and south of Highway 20/26 were shared. Committee comments included:

- Several years ago, a natural gas pipeline and plant was proposed in the upper portion of Nampa's area of impact. Based on this plan industrial uses might be better for the area than the proposed community mixed use.
- A wildlife buffer should be considered along the Boise River.
- The city should consider the floodplain and the potential for large parks and a pathway along the river.
- Large nice homes could be a potential for the area south of the river.
- Consider low density residential for the portion by the river that is currently agricultural and then transition to community mixed use.

Proposed changes along State Highway 16 with buffers for residential uses were shared. Committee comments included:

- The city should consider the level of north/south travel in this area to determine what uses will be most appropriate.
- High-density designations should be preserved in this area, if not right by Highway 16 than in other nearby areas as employees of this area will need a place to live.
- The existing industrial and business park area by Highway 16 is very important for the community.

The group was largely supportive of the live/work model near the airport. Existing Industrial lands should be preserved, and the airport overlay should have controls which protect the Airport and surrounding land uses from conflicts and hazards. Few comments were made about the proposed change from employment center to light industrial south of the airport

### Additional Considerations:

- One of the community members brought up a potential for Neighborhood Commercial along Midland Boulevard between Smith and Roosevelt. There are a variety of businesses along this corridor, especially near West Park.
- Consideration to change business park designation on the east side of Northside south of the interstate.
- There was a discussion on industrial areas and how they can be preserved from encroachment by adjacent residential. There could be a transition use or landscaping requirements to develop a buffer. Without more stringent controls or separation it is likely that we will continue to see residential encroachment in these areas.

## **Next Steps**

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The first meeting concluded with a brief description of the next steps. Including a strategic planning session on January 15 at the Nampa civic center. The Mayor ended the meeting with an opportunity for committee members to provide feedback about the meeting. Three comments were shared:

- Committee members shared a desire to receive more information in advance in order to prepare.
- There was some concern that the discussion focused on the top part of Nampa when we need to make sure that we are planning for the whole community.
- There was also a desire expressed to make sure that new subdivisions do not end up creating enclave areas. The lack of connectivity makes it difficult for people to walk.

Committee members were thanked for their participation and asked to complete comment sheets.

## **See Appendix for:**

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- Transcription of comments: page 8 - 11
- Meeting #2 Participant List: page 12-13
- Agenda
- Presentation Slides
- Maps with suggested changes

<b>General Comments</b> <i>(Comments are verbatim)</i>		
<b>#</b>	<b>Please let us know if you have any comments or suggestions regarding the meeting format, future land use designations or land use policies?</b>	<b>Response</b>
1	Thank you for allowing us to give our input. I felt like any feedback or opinion I gave was well received and listened to. You have a great team here at the city who seem to be passionate and who care about our city.	Thank you for your comment.
2	Parks are wonderful, but if safety is a priority, why aren't sidewalks to and from schools a priority. Nampa High doesn't even have sidewalks all the way to Midland and it's the oldest high school in town.  And our senior citizens are limited by the same.	Thank you for your comment. Sidewalks to and from school are a priority of the city, each year we submit grant requests to improve our bicycle and pedestrian infrastructure and we focus many of these projects around schools.
3	Karla has done an excellent job of organizing these meetings, and should be commended.  On zoning N&Z of highway 20/26 – I would be curious as to the cost of extending and providing city services. Keep natural area along the river.  Around the airport should be industrial or light industrial if at all possible.  Trail system should lead more to downtown.	Thank you for your comments.
4	Jobs in & out of Nampa	Thank you for your comment.
5	In rotations, less presentation, more open conversation. A little more welcoming and understanding of lack of knowledge of specific development procedures.  If the city wants an open conversation with all voices, they need to expect to give a little more guidance and explanation to community members.  Better expectation of attendance, organization groups were just a bit too large.  Slides in PowerPoint went quickly.	Thank you for comments, these suggestions will help us to improve as we continue with this update process.

6	<p>Maintain industrial zone by airport. Consideration of mixed use residential towards Garrity and Medium density to the East.</p> <p>Great meeting, thank you.</p>	Thank you for your comments.
7	<p>I appreciate the connection of community members in the review process. The inclusion of a broad sector is imperative to creating a city that works for all residents.</p> <p>Thanks</p>	Thank you for your comment.
8	<p>Already had my comments recorded at the different stations. Except for the following which I thought of after the fact:</p> <ol style="list-style-type: none"> <li>1. Parks – xeriscape areas to demonstrate low water use landscaping possibilities.</li> <li>2. Industrial &amp; Light Industrial design parameters (“requirements?”) – to make these industrial areas more attractive visually and/or provide a buffer between these areas and the other use designations.</li> </ol>	Thank you for your comments.
9	<p>When residential subdivisions are approved no carve outs for single family houses – no enclaved areas created no bulb outs created.</p> <p>More round-a- bouts vs. traffic lights.</p> <p>No mention of intersection improvements at southside and Locust and Locust and Happy Valley.</p> <p>Related issue – Lower hook up fees for infill development.</p>	Thank you for your comments.
10	<p>Excellent presentation – you are on the right track!</p> <p>Looking forward to next meeting re: real world strategies with funding ideas.</p>	Thank you for your comments.
11	<p>Once broken into groups it became hard to hear some of the group leaders. Maybe separate rooms or move a couple group to the hall.</p> <p>A lot of trails that don’t seem to end at parks or schools, how is that stuff going to be paid for? Paths around the lake?</p>	<p>Thank you for your comments, this will help us to improve as we continue in this update process.</p> <p>The city has looked at surrounding city future land uses and will try to</p>

	<p>Don't seem to be taking surrounding city's planned use into account.</p> <p>Airport should not be residential stuff, people don't seem to like living near an airport.</p> <p>Need buffer zone around heavy industrial.</p> <p>Where is my dog park on Smith?</p>	<p>bring that into the next land use meeting.</p> <p>The city is still planning on a dog park on Smith.</p>
<p>12</p>	<p>I'm disappointed there is little attention paid to the existing agricultural canal infrastructure. Are the canal companies here?</p> <p>The land use plan depends entirely upon the premise we will remain a car culture. No public transportation. Is it possible to build a road and guarantee it will be maintained to an acceptable level of service over the course of this plan. What would a safety overlay of this look like. (i.e. efficient movement does not equal maximum possible speed) weighed against injury &amp; property damage.</p> <p>Where is the public safety input on this? Is it reasonable to plan residential without them? Where are safe routes to schools?</p> <p>Id like to know if the agricultural businesses feel they can continue in Nampa since there is no emphasis of this major economic driver for the valley. It appears to be a fait accompli that there is no opportunity for Nampa to offer food and garden opportunities for residents. Planning for food should be part of the city planning process.</p> <p>Climate change? How can we get people out of their cars?</p>	<p>Thank you for your thoughtful comments, you raise many important issues.</p> <p>The canal companies have been invited to participate in the process. The future land use map does include canals and waterways and in the future we hope to have pathways along many of these canals while understanding that they are also vital for irrigation.</p> <p>Transportation comments will be shared with our Senior Transportation Planner. The future land use map is meant to encourage higher density, transit supportive land uses along major transportation corridors, these uses could be served by transit if we are able to fund a more robust transit system. There are also many strategies in the plan related to enhancing transit services and other transportation options.</p> <p>The Safe Routes to School coordinator participated in the first meeting and was invited to participate in this meeting as well.</p> <p>Preserving agricultural land is a goal of our current comprehensive plan. One strategy related to this goal is to encourage infill development to reduce sprawl. As a community we need to determine how best to</p>

		<p>preserve agricultural land while also understanding that we are growing and with private property rights there will be continued pressure for farmers to sell their land. Specific changes to our zoning ordinance could be considered to allow more urban gardens and farms.</p>
13	<ol style="list-style-type: none"> <li>1. Where is the agricultural land?</li> <li>2. Area of Impact: it is very important that we know what surrounding cities plans and zoning is for the area that backs up to our impact area. Knowing this will ensure a better fit with proposed zoning making it more compatible for residents and businesses.</li> </ol>	<p>Thank you for your comments.</p> <p>Our current future land use map includes an agricultural designation that is primarily along the Boise River and around Lake Lowell.</p> <p>Yes, good idea, we will work to include surrounding jurisdictions future land use designation in our next discussion on the future land use map.</p>

## **Comprehensive Plan Update Advisory Committee Meeting #2 Participation List**

<b>NAME</b>	<b>BUSINESS/ AFFILIATION</b>
Adrian Castaned	Spark! & Nampa Resident
Alma Rowell	Resident
Amy Bowman	Communications Manager
Andy Curry	Property Owner
Annette de Knijf	USFWS – Deer Flat National Wildlife Refuge
Ashley Narvaiz	Vallivue School District
Audrey Eldridge	College of Western Idaho
Beth Ineck	Economic Development Director
Bobby Sanchez	Chief of Staff – City of Nampa
Brad Daniels	Nampa Police
Bret Miller	Planning and Zoning Commission/ Wes Miller Construction
Brian Parker	Valley Regional Transit
Bruce Skaug	Nampa City Council
Cameron McFaddan	Title One
Carl Miller	COMPASS
Carol Killman	Citizen
Chip Kinzler	SRUBCA
Chris Oker	Clerk’s Office
Clair Bowman	Senior Transportation Planner
Claudia Dina	Nampa Development Corporation/ Dina Consulting & Design
Dan Quakenbush	City of Nampa Planner (Rotation Group Facilitator)
Daniel Badger	Nampa City Engineer
Darl Bruner	Nampa City Council
Darrin Johnson	Parks Director
Dave Dykstra	
Dave Harris	Citizen
David Ferdinand	
Debra Curry	Heartland Studio
Don Southard	Resident
Doug Critchfield	Planner City of Nampa (Rotation Group Facilitator)
Ed Parnell	Citizen/ Taxpayer

Erin Bamer	Idaho Press
Hubert Osborne	Resident
Janie Burns	Local Farmer
Jason Kimball	Nampa Police
Jean Mutchie	Saint Luke's & Nampa Resident
Jeff Hatch	Building and Site Design Commission/ Hatch Design Architecture
Jeremy Hefner	Ruben's Autobody
Jesse Christensen	
Jordan Baker	Thrivent
Jose DeLeon	Department of Labor & Nampa Resident
Karla Nelson	Nampa Community Planner (Facilitator)
LaRita Schandorff	Nampa Bicycle and Pedestrian Advisory
Lanni Johnson	Downtown Resident
Margie Potter	Salvation Army
Mari Ramos	FCRC Nampa School District
Matt Jamison	Community Development Program Administrator
Mayor Kling	Mayor – City of Nampa
Meggan Manlove	Trinity New Hope Housing
Melody McCann	Resident
Nate Runyan	Deputy Public Works Director
Nick Lehman	Nampa Highway District
Norm Holm	Nampa Planning Director (Rotation Group Facilitator)
Patrick Sullivan	Building/ Facilities Director
Randy Dewey	Nampa School District
Rick Hogaboam	Nampa City Council
Robert Hobbs	Assistant Planning Director (Rotation Group Facilitator)
Robyn Seller	Assistant Economic Development Director
Sandi Levi	Nampa City Council
Scott Parker	Nampa School District
Sharron Harris	Citizen
Shannon McGuire	SPARK!
Susie Christensen	Landowner
Tina Elayer	Department of Environmental Quality
Tina Putnam	