

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CITY OF NAMPA, CANYON COUNTY, IDAHO, ADOPTING THE SOUTHWEST NAMPA SPECIFIC AREA PLAN; AMENDING CHAPTER 15 OF THE NAMPA 2040 COMPREHENSIVE PLAN FOR THE CITY OF NAMPA REGARDING THE DEFINITION OF THE SOUTHWEST NAMPA SPECIFIC AREA PLAN; AMENDING THE CITY OF NAMPA FUTURE LAND USE MAP TO INCLUDE THE BOUNDARIES AND LAND USES OF THE SOUTHWEST NAMPA SPECIFIC AREA PLAN; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Nampa 2040 Comprehensive Plan for the City of Nampa, as amended ("Comprehensive Plan") is the current Comprehensive Plan for the City, and the City desires to amend the text, and the Future Land Use Map, which is contained in the Comprehensive Plan as provided herein, pursuant to Idaho Code §50-302, to maintain the peace, good government, and welfare of the corporation and its trade, commerce, and industry; and

**WHEREAS**, the Planning and Zoning Commission conducted a public hearing regarding the adoption of the Southwest Nampa Specific Area Plan (referred to herein as "Adoption") and amendments to be made to Chapter 15, Specific Area Plans; Overlays; Guidelines and Standards; and Assessments, and the associated Future Land Use Map (collectively referred to herein as "Amendments") on November 27, 2024 and recommended approval of the Amendments and Adoption to City Council; and

**WHEREAS**, the City Planning staff recommended approval of the Adoption and Amendments to the Nampa City Council; and

**WHEREAS**, the Mayor and Council conducted a public hearing regarding the Adoption and Amendments on February 18, 2025, and March 3, 2025; and

**WHEREAS**, following the public hearing the Mayor and City Council deemed the Adoption and Amendments to be in the public interest and approved the Adoption and Amendments through a majority vote, which established, among other things, an overall lower density for the subject area; and

**WHEREAS**, the City of Nampa's Comprehensive Plan and associated Future Land Use Map is a guiding document that is periodically updated; and

**WHEREAS**, the City will review the various densities within the Southwest Nampa Specific Area Plan as part of its 2050 Comprehensive Plan Update, which will begin in early summer 2025; and

**WHEREAS**, the Mayor and City Council have provided all the requisite notices, held the necessary hearings, notified all necessary parties, and received the required information necessary to make a final decision as required by the Idaho Code §67-6509 of the Idaho Local Land Use Planning Act to amend the adopted Comprehensive Plan and associated Future Land Use Map.

**NOW, BE IT RESOLVED by the Mayor and City Council of the City of Nampa, County of Canyon, State of Idaho as follows:**

**Section 1.** The Mayor and City Council hereby adopt the Southwest Nampa Specific Area Plan as provided in **Exhibit A** attached hereto and incorporated by reference herein.

**Section 2.** Pursuant to Idaho Code §67-6509, the Mayor and City Council hereby amend the City of Nampa Comprehensive Plan as incorporated herein. A copy of this Resolution shall be held on file in the office of the City Clerk.

**Section 3:** The text of Chapter 15 is hereby amended as provided in **Exhibit B** attached hereto and incorporated by reference herein.

**Section 4:** The Future Land Use Map is hereby amended as provided in **Exhibit C** attached hereto and incorporated by reference herein.

**Section 4:** EFFECTIVE DATE. This Resolution shall be in full force and effect upon its adoption and approval.

**PASSED BY THE COUNCIL OF THE CITY OF NAMPA, IDAHO, THIS 7<sup>th</sup> DAY OF APRIL 2025.**

**APPROVED BY THE MAYOR OF THE CITY OF NAMPA, IDAHO, THIS 7<sup>th</sup> DAY OF APRIL 2025.**

**APPROVED:**

**ATTEST:**

\_\_\_\_\_  
**Debbie Kling, Mayor**

\_\_\_\_\_  
**City Clerk (or designee)**

**EXHIBIT A**  
**SOUTHWEST NAMPA SPECIFIC AREA PLAN**



# SOUTHWEST NAMPA

## SPECIFIC AREA PLAN

September 2024



# Acknowledgments

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# Executive Summary

The City of Nampa is growing. On average, growth has been about 4.7 percent per year over the past two decades. Home building has not kept up with demand. A recent housing study conducted for the Nampa area indicates that in order to address the current housing shortfall and meet the demand for projected growth, Nampa will need an additional 16,940 dwelling units by 2040. The City anticipates that this growth will require partnerships with landowners and developers that share a vision of smart-growth development on properties that are adjacent to the city limits.

## Bringing Southwest Nampa into the City's Area of Impact

Recently, the southwest area of Nampa was brought into the Nampa Area of Impact. This area is one of three in the Nampa Area of Impact that is currently in the pathway of growth. The City of Nampa believes it is expedient to plan now for future growth appropriate to the area. Anticipated new development includes homes, businesses, schools, parks, and other community amenities (Chapter 1).

## Building on Past Planning Efforts

A great deal of planning work has been completed for Southwest Nampa, including its addition to the Nampa Area of Impact and identifying future land uses. The Southwest Nampa Specific Area Plan further refines land use designations in the Nampa Future Land Use Map. The plan acknowledges Nampa's current zoning map, Caldwell's future land uses for areas bordering the planning area, and the Deer Flat National Wildlife Refuge to the south.

The Southwest Nampa Specific Area Plan builds on the City's transportation plans, including plans for people walking and bicycling. These plans were used to identify key gaps in the existing and planned walking and biking networks and assess existing and planned roadway connectivity (Chapter 2).

## Community Input was a Key Part of the Process

Recognizing the need for public involvement in the visioning for this area, the City embarked on a community outreach program. The program included one-on-one or small group interviews with major

landowners, an in-person open house, a concurrent virtual open house, and a questionnaire to gauge concerns and hopes for the area. Many larger landowners who represent a majority of the land holdings in the area support the opportunities to work collaboratively with the City on new development.

Although many residents, most of whom live outside the specific area, expressed concerns about growth in general (many wanted no or limited growth in Nampa), some shared ideas about how the proposed planning for the area could improve. Safer roads and more pathways for people walking and bicycling were common priorities (Chapter 3).

The City recognizes the passion many individuals express about the impacts of growth, therefore this plan seeks to provide tools and standards for well-planned growth that reduces these impacts and accommodates the needed services for the future residents of this and the surrounding area. The City also seeks to reduce impacts on the wildlife refuge by reducing density near the refuge borders.

## Looking Toward the Future

Based on an analysis of existing planning work and community input, the consultant team developed a series of conceptual illustrations. Area overview concept plan sketches represent the recommended street network, block pattern, public open spaces, and major pedestrian and bicycle connections. Illustrations of an overall urban design vision show proposed building massing and depict building types, heights, setbacks, and block structure (Chapter 4).

These concepts led to the development of a Future Land Use Map and land use designations with descriptions and design guidelines. These are intended to create a mix of densities and to situate commercial areas in nodes that are accessible to area residents on foot or by bike (Chapter 5).

Finally, the Southwest Nampa Specific Area Plan describes how the plan will be implemented and administered through the City of Nampa (Chapter 6).





# Chapter 1 / Introduction

## Opportunities for the Future

The City of Nampa has been experiencing rapid growth for over two decades, including subdivision development in the Southwest Nampa area. In 2016, Nampa, Caldwell and Canyon County negotiated Nampa's future [Area of City Impact](#) expansion boundaries, which included Southwest Nampa. In 2021, Nampa felt it was time to move forward with plans to extend the Nampa Area of Impact south of Caldwell's Area of Impact and north of Lake Lowell. The expansion was approved in early 2023 by City leaders and approved by Canyon County in September 2023.

After the expansion was complete, Nampa worked with Canyon County to identify a specific area that would include most of Southwest Nampa (see Figure 1). This specific area is strategic for several reasons:

- The location between Caldwell, Nampa's current city limits, and Lake Lowell allows Nampa to accommodate future growth while reducing land use impacts for the National Wildlife Refuge.
- The area has the economic potential to add needed services to an area that is currently underserved.
- The juxtaposition between community-wide educational and recreational facilities provides opportunities for non-motorized connections and a core district hub of community activity.
- This area of Nampa is unique and will have an identity that will tie it to Nampa but provide a unifying sense of place.
- Transportation linkages are strong:
  - Midway Road is a major connection to the City of Caldwell and I-84 via Karcher Road/Hwy 55
  - 12th Ave Rd/Hwy. 45 can be reached by several east-west collector routes
  - Connections to Lake Lowell can be made by a series of planned pathways and trails

## Current Conditions, Transition, and Purpose

Although the 1,600-acre Southwest Specific Area is currently a mix of agricultural land use and single-family homes, the majority of the land is owned by those who are in the development process or have future development plans. Roads are rural, with few walking and bicycling pathways. The City anticipates that as the area continues to grow, new residents

and businesses will require a Smart Growth inspired system of streets, pathways, utilities, streetscape, complementary architecture, gathering areas, and local commercial uses. It's important this new growth reflects the community's character and priorities. That's why this Specific Area Plan was developed.

### What is an Area of Impact?

An area of impact indicates where a city plans to grow in the future. This area is defined by the city with the county's approval. Idaho state law requires that all communities identify an area of impact. Borders for Nampa's Area of Impact are identified on the Future Land Use Map in the *Nampa 2040 Comprehensive Plan*. This map is a planning tool used to define the types of land uses and zoning designations that can be applied to land within the area of impact. It is also used to help Nampa work with Canyon County to evaluate land use proposals within the Nampa Area of Impact that are not annexable into the City. Expansion of the Area of Impact into southwest Nampa was a necessary step before developing the *Southwest Nampa Specific Area Plan*.

### What is a Specific Area Plan?

Specific area plans examine at a closer level the existing and future land uses for a specific area within the Nampa Area of City Impact. A specific area plan is a tool Nampa City leaders and planners use to guide the future development of an area of special interest or concern. Plans emerge organically from landowner interviews and public feedback. They typically include an outline of land uses with defined densities and limited uses, transportation systems, conceptual layouts, standards for development, and the location of services, schools, amenities, and civic centers. After the plan is completed, the *Nampa Comprehensive Plan* and Nampa Future Land Use Map are updated to align with the specific area plan.

## The Southwest Nampa Specific Area Plan

The *Southwest Nampa Specific Area Plan* defines a future land use pattern and transportation network within the Area of City Impact. It delivers clear guidance to help community members, City staff, and decision-makers anticipate needs as this area develops. In land use decisions by the Nampa Planning and Zoning Commission and Nampa City Council in the Southwest Nampa Specific Plan area, the *Southwest Nampa Specific Area Plan* (under the umbrella of the Nampa Future Land Use Map) and standards outlined in City code are used to guide and evaluate specific land use proposals.

## How was the Specific Area Plan Developed?

This type of plan considers a specific area that has boundaries within Nampa's Area of Impact. It identifies potential land uses with greater specificity and definition than the Nampa 2040 Comprehensive Plan Future Land Map. Nampa has completed several specific area plans, including the Highway 20/26 Specific Area Plan and Highway 16 Specific Area Plan.

The City of Nampa's expansion of its Area of Impact to the Southwest Nampa area, with approval from Canyon County, included the designation of future land uses, which were added to the Future Land Use Map (Figure 2). These land uses are broad and act as a planning tool for future area development.

After the expansion was completed, the City worked with Canyon County to develop the Southwest Nampa Specific Area Plan, taking a closer look at potential land use patterns that could best serve the Southwest Nampa area. These are included in the Conceptual Land Use Map (Figure 2). The Conceptual Land Use Map was brought to the public in a series of interviews and open houses in early 2024 (see Chapter 4 for more detail).

Following the open house, the City and its consultant team used the community's feedback about the Conceptual Land Use Map to develop specific land uses and the Southwest Nampa Specific Area Plan Map was developed (see Figure 10). This map and the proposed land use zoning are described in Chapter 5.

The Nampa Future Land Use Map will be updated to reflect the changes, if any, and the Southwest Nampa Specific Area Plan boundaries will be identified on the Future Land Use Map.

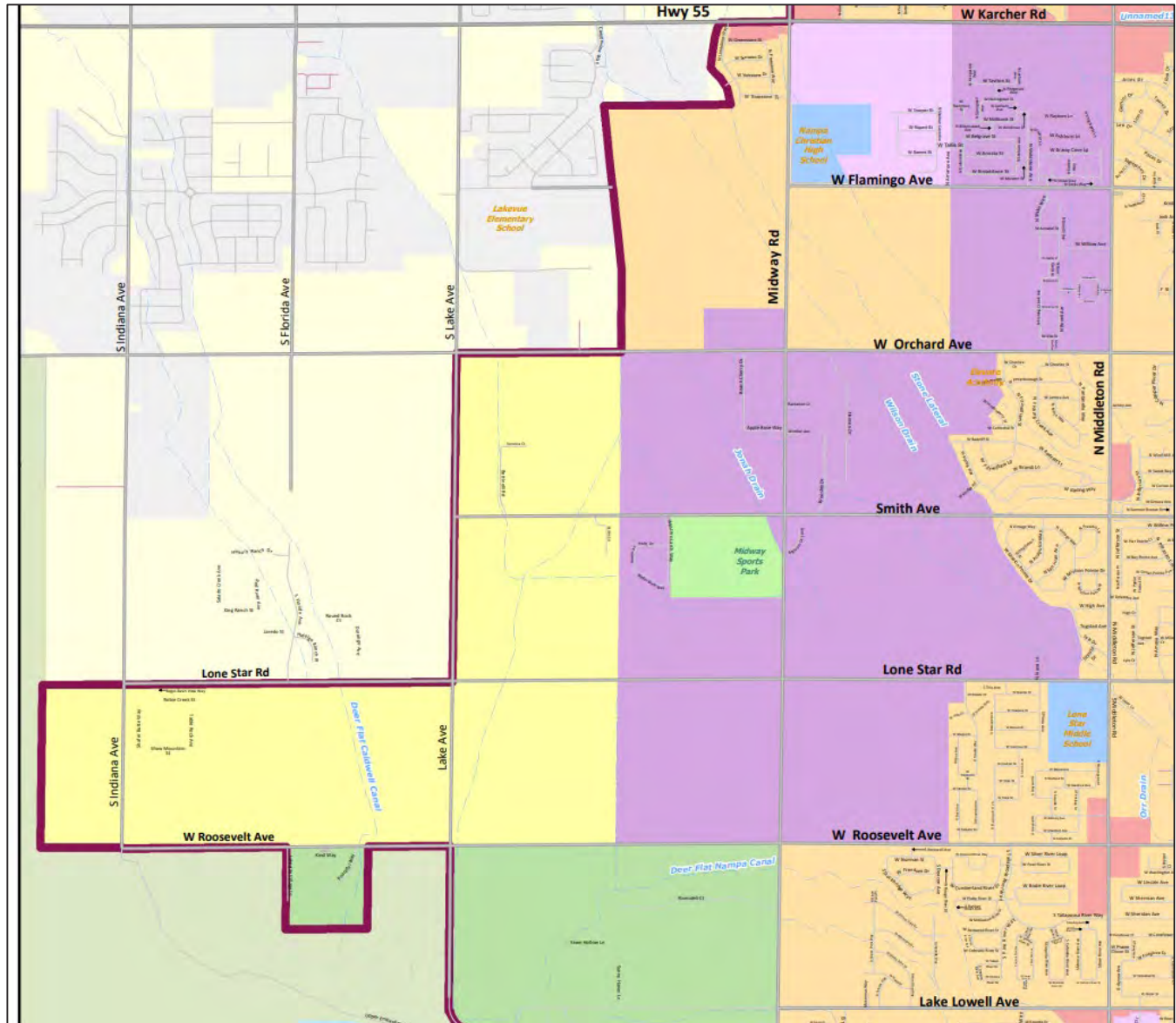
Chapter 6 describes how this plan will be implemented.



Figure 1. Southwest Nampa Specific Area Planning Boundaries



Figure 2. Nampa 2040 Comprehensive Plan Future Land Use Map (Sept. 2023)







The splash pad at Midway Park / Source: Nampa Parks & Recreation







# Chapter 2 / Southwest Nampa Today

Before considering Southwest Nampa's future, it was important for the City to understand transportation and land use conditions in the area today. This section describes what development is already planned or under consideration in the Southwest Nampa Specific Area Plan and its vicinity. It also shows the current zoning, the transportation system as it exists today, and how it's expected to change in the future.

## Current Land Uses

Most of the land in the Southwest Nampa Specific Area is currently under Canyon County's jurisdiction. Most is used for agricultural purposes with some large lot residential subdivisions scattered throughout the area. Commercial and industrial uses in this area are limited.

The City of Nampa owns and operates Midway Park, which has sports fields, pickle ball courts and a playground. Additional recreational facilities are under construction at Midway Park. The popular Huckleberry Dog Park is located on Smith Avenue, east of Midway Road. Surface mining operations are underway south of Lake Lowell Ave and west of Indiana Ave. The Specific Area is adjacent to the Deer Flat National Wildlife Refuge and Lake Lowell.

## Planned Land Uses

This section briefly summarizes the planned land uses in the Southwest Nampa Specific Area. This information is included in the comprehensive plans for Nampa and Canyon County and in other important planning documents. To clarify the planning process, it's important to describe the layers of planning that have occurred and the associated planning authorities. These efforts set the foundation for the development of the Southwest Nampa Specific Area Plan.

### CANYON COUNTY COMPREHENSIVE PLAN 2030 AND JOINT POWERS AUTHORITY

Canyon County adopted the Canyon County Comprehensive Plan 2030 in October 2022. The plan spells out a vision for the County and includes an updated map of future land uses in unincorporated areas of Canyon County, including the Nampa Area of Impact. It is used to determine the types of land uses that can occur in Canyon County, and where they can be located. Currently, the Canyon County Future Land Use Map and the Nampa Future Land Use Map do not align. Canyon County and Nampa have a Joint Powers

Authority agreement that outlines how the City and County are to interact when development proposals are received in Canyon County in the Nampa Area of Impact but are not annexable. Canyon County retains the authority to approve or deny proposals, whereas Nampa acts in an advisory capacity using the Nampa Future Land Use Map and, in Southwest Nampa, the Southwest Nampa Specific Area Plan as a guide for comment. Comments from the City of Nampa are to be given "great weight" in the land use deliberations by Canyon County.

If a request to annex land is received by the City of Nampa, the City has jurisdiction over the approval process. The City uses the Nampa Future Land Use Map and the Southwest Nampa Specific Area Plan to determine the appropriate zoning and type of development that can occur within that area.

### NAMPA 2040 COMPREHENSIVE PLAN

The Nampa 2040 Comprehensive Plan is an overall vision and description of Nampa. Idaho state code requires that each municipality create and maintain a comprehensive plan and future land use map. The Future Land Use Map is a planning tool that helps the City plan for future growth. Future land use maps include an area of impact boundary that indicates where the city is planning to grow in the future. The area of impact includes land that is incorporated and not incorporated. The future land use map also includes features of the area, future land use designations, and the boundaries of specific area plans. The Southwest Nampa Specific Area is in the Nampa Area of Impact.

### NAMPA SCHOOL DISTRICT PLANS

The Nampa School District plans to build an elementary school on a site west of the Lone Star Road/Midway Road intersection and a new Nampa High School east of the Roosevelt Road/Midway Road intersection (see Figure 3 for their proposed locations).

### CITY OF CALDWELL COMPREHENSIVE PLAN

The parcels to the west of the Southwest Nampa Specific Area are designated Residential Estates or Low-Density Residential in the City of Caldwell Comprehensive Plan. This is similar to the Low-Density Residential and Very Low-Density Residential future land use designation proposed in the Nampa 2040 Comprehensive Plan.

## Existing and Future Transportation Network

### EXISTING ROADWAY CHARACTERISTICS

Midway Road and Lake Avenue are the main north-south corridors in the Southwest Nampa Specific Plan area. These minor arterials become collectors—roads that connect local roads and streets with arterials—as they approach Lake Lowell to the south.

The City of Nampa follows Nampa Highway District guidance on rural roadway spacing, which recommends that roadways be spaced every half every mile, ideally alternating collectors and arterials. Today, east-west roadways meet this spacing recommendation, but north-south roadways are spaced a mile apart between Midway Road, Lake Avenue, and Indiana Avenue. Most collector and arterial intersections in the area are controlled by all-way stop signs on the mile, as directed by the City's 2019 Transportation Master Plan.

Figure 3 shows the existing roadway network and functional classifications.

Walking and biking infrastructure in the Specific Plan Area is currently very limited. The roadways are mostly rural and do not have sidewalks, except for the east side of Midland Road adjacent to the Nampa Christian School property. There are no existing bike lanes or pathways in the Specific Plan Area, although some are planned (see Figure 9 in Chapter 4).

### CITY OF NAMPA TRANSPORTATION PLANS FOR THE SPECIFIC PLAN AREA

The City of Nampa's Transportation Master Plan and Bicycle and Pedestrian Master Plan and the Lake Lowell Area Bicycle and Pedestrian Access Plan paint a picture of the future transportation system in the Specific Plan Area. This section describes these plans further. Figure 9 in Chapter 4 illustrates future transportation projects in the area based on these plans.

### CITY OF NAMPA TRANSPORTATION MASTER PLAN

The City's 2019 Transportation Master Plan identifies multimodal needs throughout Nampa and plans for maintaining connectivity as the city expands. Two intersections in the Southwest Nampa Specific Area are identified in the Transportation Master Plan as needing future improvement: the Orchard Avenue/Lake Avenue and Lone Star Road/Midway Road intersections. The Transportation Master Plan does not recommend specific treatments for these intersections. Future bike lanes along Smith Avenue and along Midway from Karcher Road to Greenhurst Road are identified in the plan.

### CITY OF NAMPA BICYCLE AND PEDESTRIAN MASTER PLAN

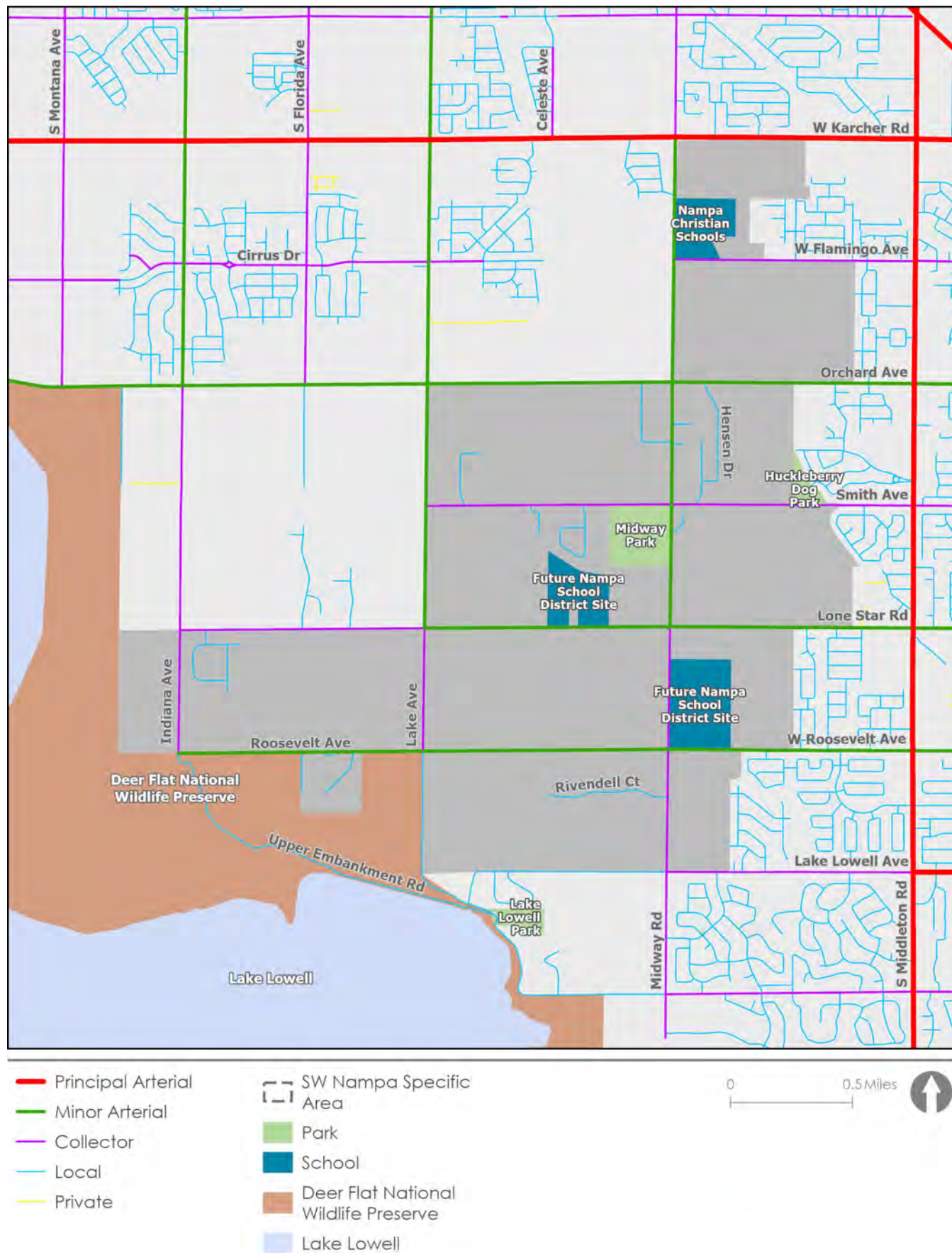
The City of Nampa Bicycle & Pedestrian Master Plan provides a framework for prioritizing bicycle and pedestrian projects and identifying both existing needs and needs likely to arise with future growth. The bicycle and pedestrian plan boundaries are east of Lake Avenue and north of Hubbard Road. The plan's focus was on providing connectivity from the Lake Lowell area to Nampa and Caldwell. The Bicycle and Pedestrian Master Plan was adopted in January 2020 as an update to the 2011 plan. A number of projects were proposed in the Master Plan; these are reflected in Figure 9 (Chapter 4).

### LAKE LOWELL AREA BICYCLE AND PEDESTRIAN ACCESS PLAN

Adopted by the City of Nampa in 2016, the Lake Lowell Area Bicycle and Pedestrian Access Plan identifies four priority corridors in the Southwest Nampa Specific Area. Midway Road and Lake Avenue have been identified as priority north-south corridors that connect to Caldwell. Roosevelt Avenue and Lake Lowell Avenue were identified as east-west priority corridors that connect to Nampa. The plan recommends shared multiuse pathways for both Lake Avenue and Midway Road as well as the following canals: Upper Embankment Drain, Edwards Drain, Nampa Deer Flat Canal, and Wilson Drain.



Figure 3. Existing Roadway Network and Functional Classifications

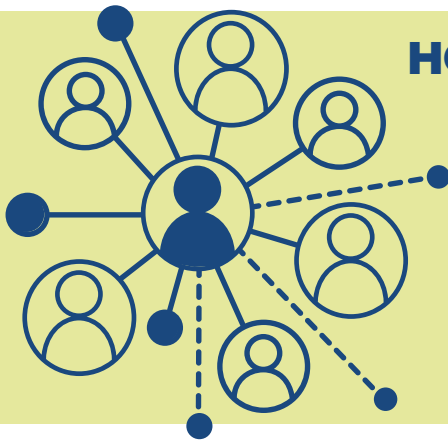






# Chapter 3 / Community Involvement

Nampa is a growing community, and the needs and desires of its residents are evolving. To ensure that the Specific Area Plan considered the community's vision for their future, the City reached out to the public. Conceptual land use patterns and maps were presented to the public in a variety of ways, and responses and comments were recorded (see Appendix A).



## HOW WE REACHED OUT

### IN-PERSON OPEN HOUSE

Lone Star Middle School  
May 15, 2024

**108**  
attended

**39**  
answered  
questionnaires



### VIRTUAL OPEN HOUSE

May 15-29, 2024

**368**  
views

**136**  
answered  
questionnaires



### SMALL GROUP PROPERTY OWNER MEETINGS

March 2024

**9**

meetings

**12**

large-lot  
property owners

**973.5**

acres within the  
specific area

**10** property owners representing **807.5** acres indicated they are planning to develop their land in the near future.

## TOP WORRIES

from interviews and questionnaires



More speeding



More traffic



Loss of rural  
lifestyle

## TOP HOPES



Protecting  
open spaces



Upgraded  
streets &  
intersections



Safe spaces for  
walking and biking



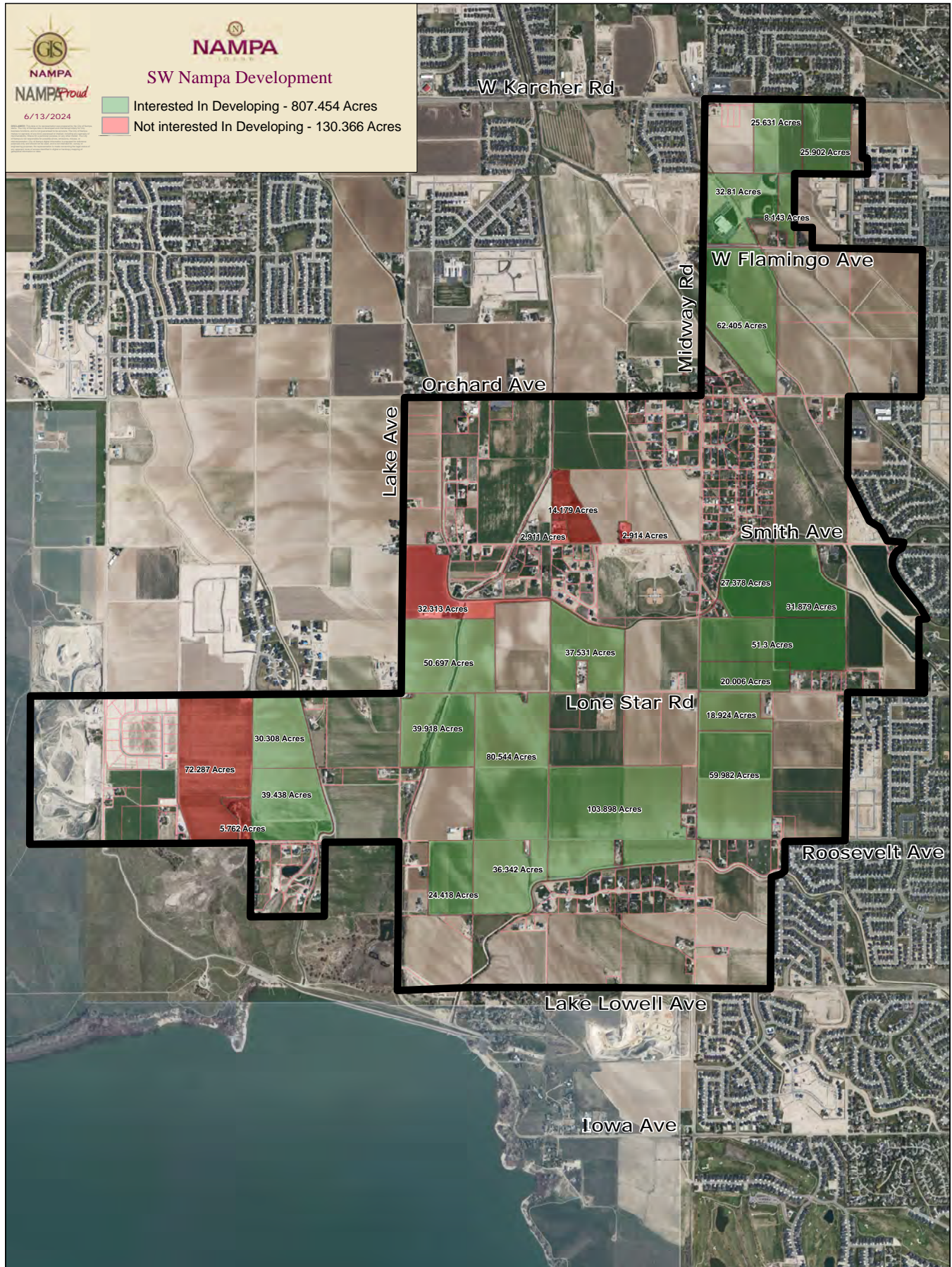
Proposed  
location of  
commercial  
uses



For detailed summaries of  
questionnaire responses  
and property owner input,  
please see Appendix A.



**Figure 4. Southwest Nampa Development**









**Figure 5. Vision For a New Community Hub: The Midway /Lone Star District**



# Chapter 4 / Looking Toward the Future

## A Livable Future for Southwest Nampa

Growth is always a challenge for places that are loved for their elbow room, quiet, and rural beauty. With the Southwest Nampa Specific Area Plan, the City's aim is to ensure new growth is an extension of the city, not just a collection of subdivisions.

Beginning with the basic patterns developed by the 2023 FLUM, the vision for development in the Southwest Nampa Specific Plan Area is organized around a central Midway/Lone Star District that will serve as a mixed-use hub serving community wide needs and interests. This District will have a robust grid of multi modal streets, leaving ample public space for people to maneuver in and linking schools and public spaces. Higher density uses within the Midway/Lone Star District will fall along Midway Road and Lone Star Road. Density in this area is limited to 8-12 dwelling units per acre. Community Mixed Use with high-density residential is planned by Karcher Road (Figure 7).

Commercial uses will be closer to the arterial frontage and transition to residential uses further away. Land uses will transition from higher densities near the city limits to lower densities approaching Lake Lowell, preserving the rural feel of the area and buffering the Deer Flat National Wildlife Refuge from encroaching development (Figure 10).

## What is the City's Role?

While most of the land in the Southwest Nampa Specific Area will be privately developed, the City plays an important role in how the area will take shape. The City is responsible for infrastructure on arterial streets, creating a regulatory environment that encourages or requires connectivity, and guiding the form, density and allowed uses of development.

## Key community destinations SCHOOLS

Nampa School District has two sites in the Specific Plan Area for proposed schools: an elementary school on a site west of the Lone Star Road/Midway Road intersection and a new Nampa High School east of the Roosevelt Road/Midway Road intersection. Nampa Christian Middle and High School properties are also in the Southwest Nampa Specific Area. These are located along Flamingo Ave., Orchard Ave. and Midway Road.

## PARKS

There are two public parks in the Specific Area Plan: Huckleberry Dog Park and Midway Park. The dog park opened in May 2024 and is very popular with area dog-owners. Midway Park will offer sports facilities (pickle ball courts, soccer courts, baseball and softball fields, basketball courts), a playground, splash pad, fitness gym, and picnic shelter. Both parks are likely to draw traffic from across the area and beyond, given their amenities. They are both located along arterial roads. No other parks are identified in the Specific Plan Area.

Lake Lowell and Deer Flat National Wildlife Refuge are just south of the Specific Plan Area boundary but are anticipated to draw traffic from the area as well. Protection of these natural areas with appropriate, lower-density development is important to the community and this is reflected in the Specific Plan.

## COMMERCIAL AREAS

There is little existing commercial development in the Southwest Nampa Specific Area today. The Midway/Lone Star District land use is designated "Community Mixed-Use," allowing for higher-density residential mixed with commercial development in the future. Mixed-use development allows for business development close to housing, making it easier for residents to travel to the Midway/Lone Star District on foot or by bike. Figure 5 shows an artist's rendering of how the Midway/Lone Star District could look in the future.



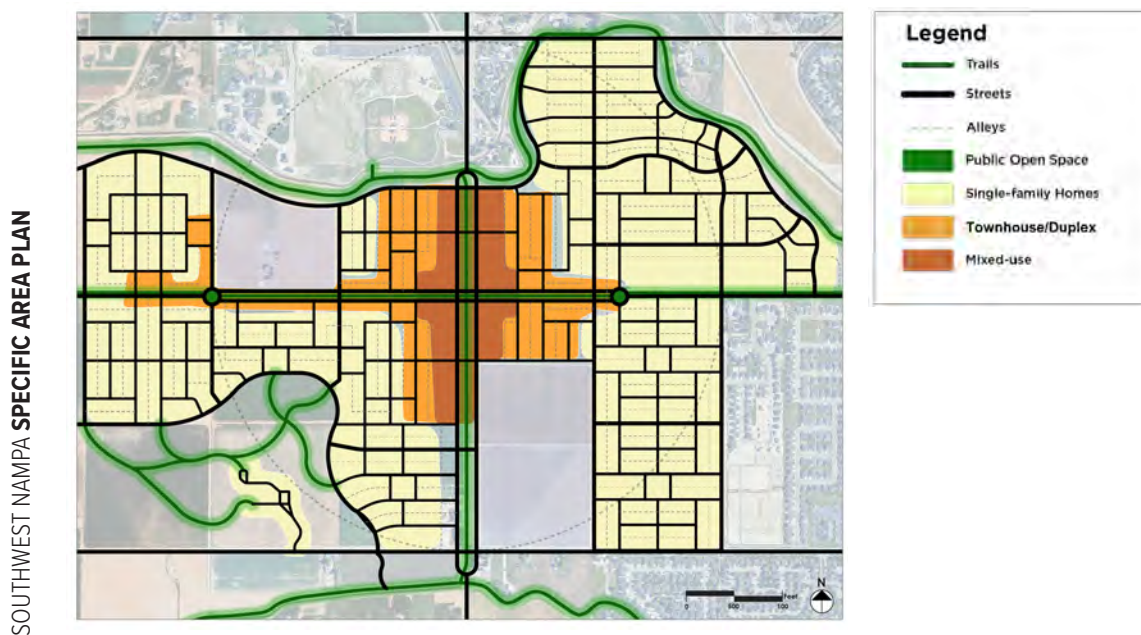
## Conceptual Future Land Use Layout

Based on the existing Future Land Use Map and the desired future land use pattern (Figure 6), a Conceptual Future Land Use Layout was developed (Figure 7) to show possible future land uses for parcels within the Southwest Nampa Specific Area Plan. Land uses do not define what exactly will be developed on each parcel, but instead gives a range of approved uses. The visuals in this chapter offer an idea of what development in Southwest Nampa could look like, but they do not represent specific development plans.

**Figure 6. Conceptual Future Development Pattern in the Southwest Nampa**



**Figure 7. Conceptual Land Use Layout in the Southwest Nampa Specific Area**



## Future Transportation Network

The Specific Area Plan establishes a robust, well-connected multimodal street network that uses streets to support a walkable land use pattern, facilitates parking and loading from alleys, and allows for future transit connections.

Figures 8 and 9 illustrate the proposed transportation network for the area—a high-level estimate of where connections should be located. Actual roadway and pathway alignments will be settled as the area develops and the City initiates projects. There will be future opportunities to comment on specific projects as each one moves through the development process.

## Conceptual Future Transportation Improvements

### ROADWAY CONNECTIVITY

Roadway connectivity is important for everyone, whether driving, walking, or biking. Greater connectivity that is provided in a grid pattern street system can shorten trip lengths and increase travel choices, lowering traffic volumes. It also increases access to residential and commercial neighborhoods. The City plans a half-mile grid system of north-south collectors in the Southwest Nampa Specific Area (see Figure 8).

Cul-de-sac and other disconnected local road systems in developments are discouraged. The specific types of walking and biking infrastructure on these roadways will be determined through future planning processes and will consider anticipated motor vehicle volumes, speeds, surrounding land uses, and physical features.

### CROSSING CONSIDERATIONS

The schools and parks in the Southwest Nampa Specific Area all face arterial roads, which presents a challenge for people crossing the road on foot or riding bikes. Enhanced crossings (e.g., pedestrian hybrid beacon, rectangular rapid flashing beacon) can greatly increase comfort and safety for people walking and bicycling.

The City previously identified two potential locations for enhanced crossings based on existing and projected future conditions. These are marked in Figure 9. The specific type of crossing enhancement will be determined as the area develops. Given the anticipated motor vehicle volumes and speeds along these roads, some type of actuated beacon or signal is likely to be most appropriate. Speed management should also be incorporated into future roadway design to promote safety for all users of these roadway connections.

## PEDESTRIAN AND BICYCLE NETWORK

The proposed pedestrian and bicycle network centers on trails and sidepaths that separate bicyclists from motorized traffic, increasing rider comfort and safety. Neighborhood bike routes will increase connectivity for people traveling from home by bike to meet daily needs. Links to key destinations such as schools, parks, open spaces, and the retail corridor are emphasized in the network's design. In addition to sidepaths along roadways, the Southwest Specific Area Plan also envisions pathways along canals. Figure 9 shows the locations of proposed and planned Pedestrian and Bicycle infrastructure improvements.

### SEPARATING BIKES AND PEDESTRIANS FROM TRAFFIC

Most of the key community destinations in the Specific Area are on arterial and collector roads. Given the expected motor vehicle volumes and speeds on these roads, people walking and biking will need physically separated spaces for safety and comfort. These could include multiuse sidepaths buffered from the roadway by landscaping or other features.

Smith Avenue and Roosevelt Avenue are the two mid-mile collectors through the study area. One potential solution is extending the planned pathway on Roosevelt Avenue east through the specific area. The City could also consider adding sidepaths along Smith Avenue, with its current posted speed of 45 mph, or lowering the design speed on Smith Avenue and continuing the currently planned on-street bike lanes west of Midway Road.

### INTERIM QUICK-BUILD IMPROVEMENTS

Recommended improvements to existing roads will likely be built along with future development or as part of long-term roadway projects that are not yet planned. Interim quick-build treatments can improve walking and biking connectivity before the permanent facilities are fully built out.

Quick-build improvements can be applied in situations where projects are planned in the future, not planned at all, or indefinitely delayed because other factors make it difficult to construct in the near term.

Examples of quick-build treatments that could benefit the Southwest Nampa Specific Area include extruded curb walkways, which physically separate the walking and biking area from the motor vehicle travel lane, and flex posts installed with various devices, such as parking curbs, to create a physical and visual separation from the vehicle travel lane.



**Figure 8. Recommended Roadway Network Improvements**

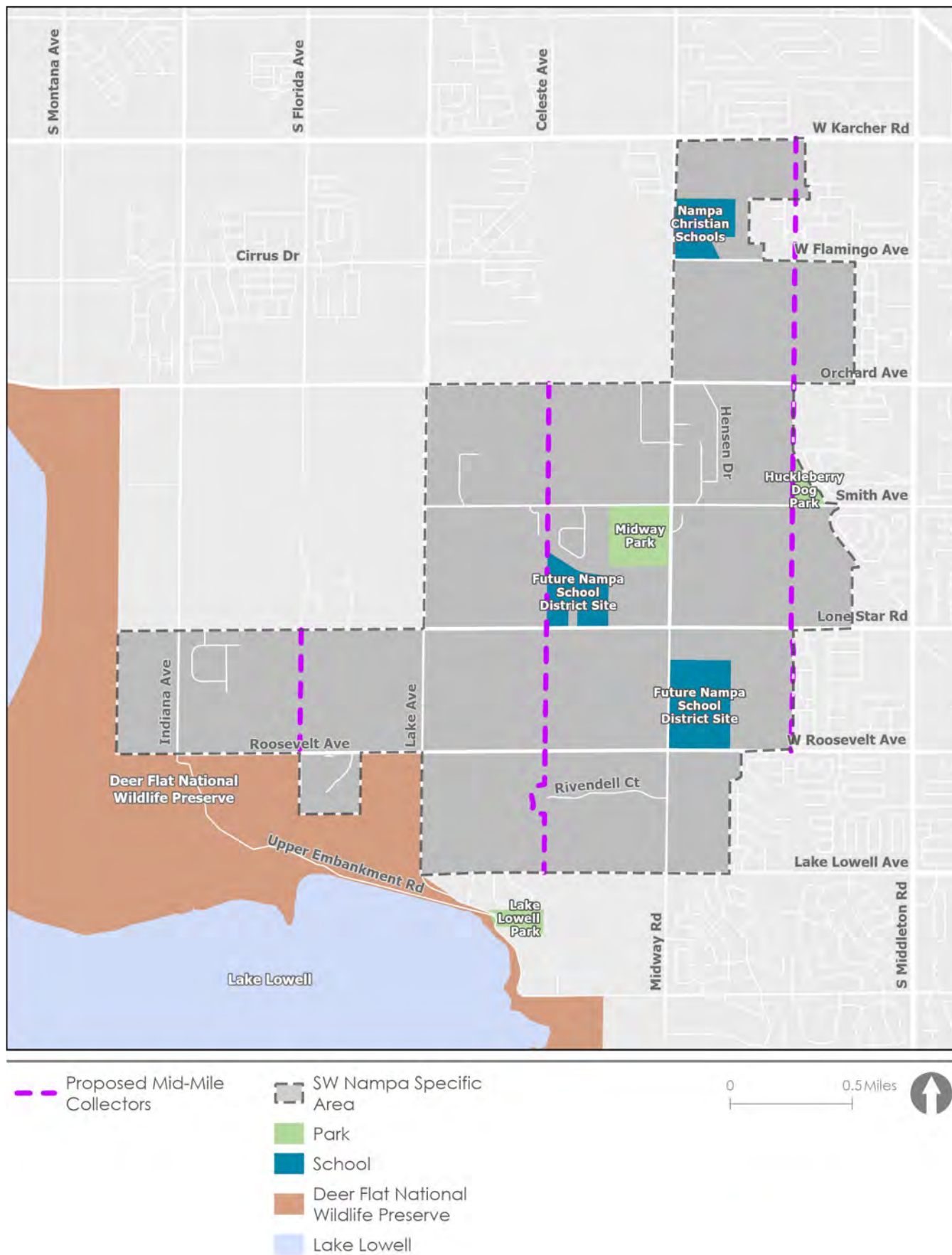
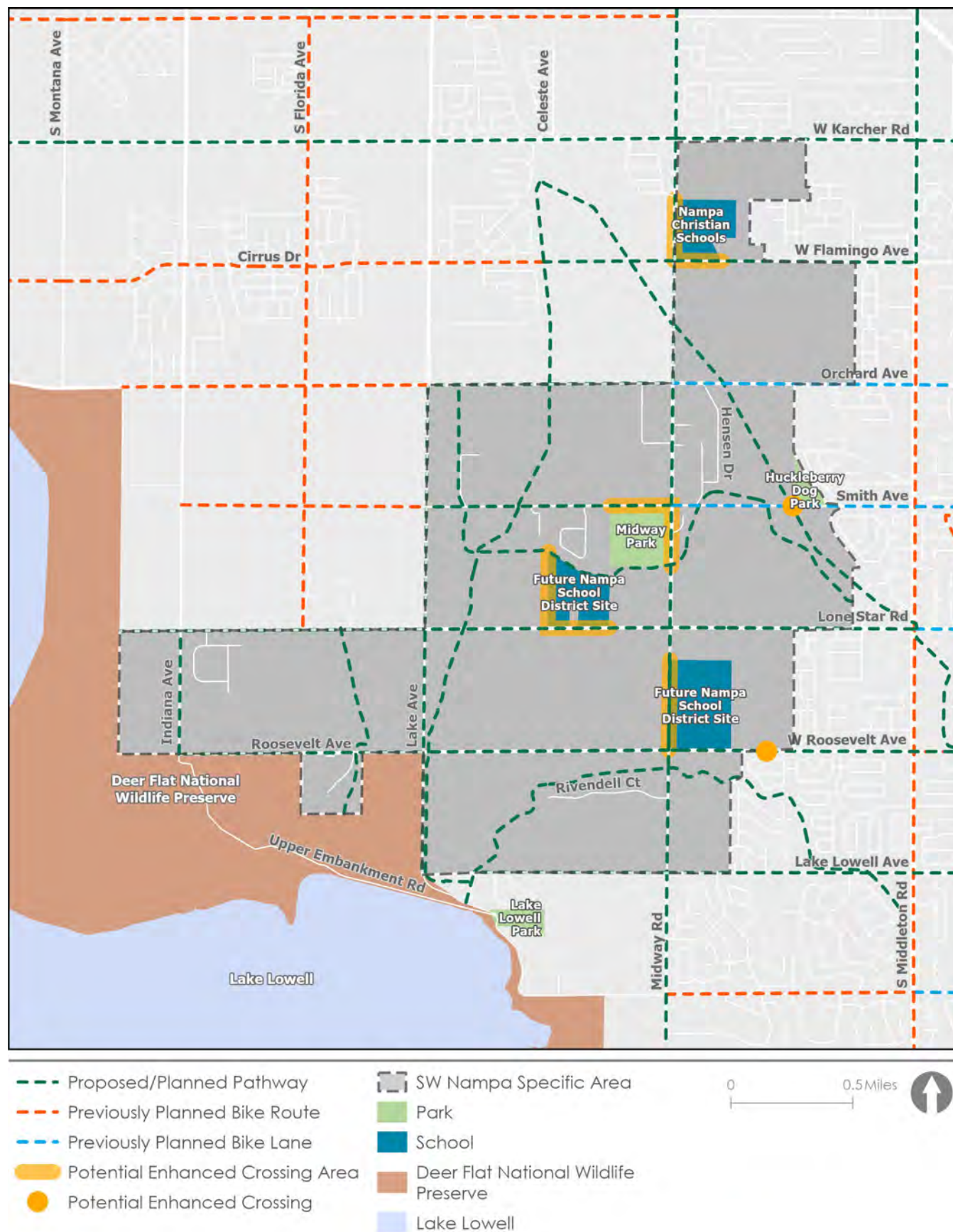
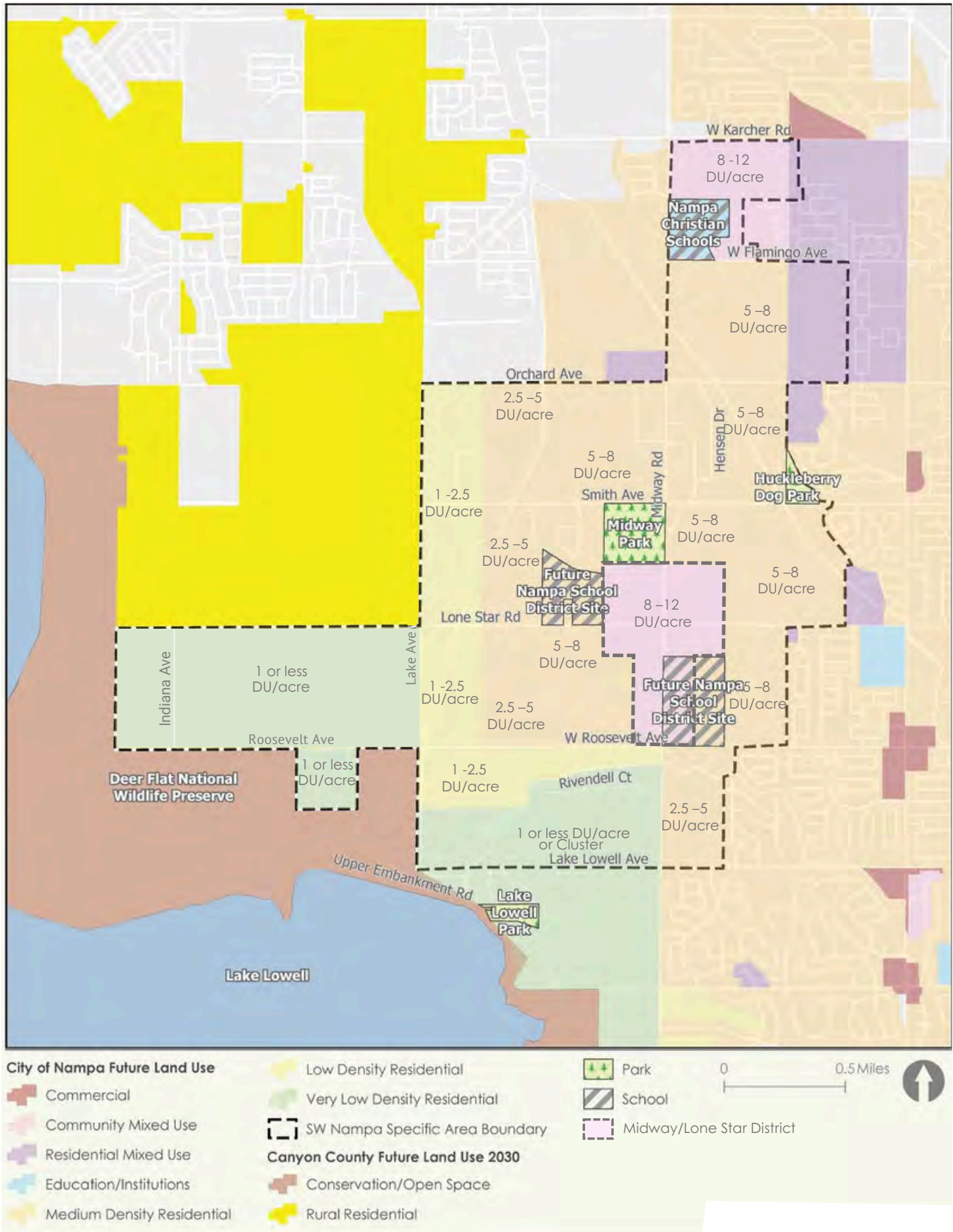


Figure 9. Recommended Pedestrian, Bicycle, and Trail Network Improvements





**Figure 10. Future Land Use Map**



# Chapter 5 / Future Land Use Map and Designations

## Future Land Use Map

The Southwest Nampa Specific Area Plan recognizes future land uses that were specifically identified through public outreach and key planning principles. The new Land Use Map designations with their respective boundaries will replace those on the existing Nampa Future Land Use Map.

The Land Use Settings in the Future Land Use Map (Figure 10) are broad categories informed by the community's desired future land uses. Zoning details a much more specific analysis of land use activity in a smaller designated area. Zoning is determined at the time of annexation with a zoning ordinance.

## Future Land Use Designations

Zoning and development regulations form a policy framework that allow the City of Nampa to implement the community's expressed desired look and outcome for this area. The following section describes planned future land uses and the applicable zones that may occur within them under the Southwest Nampa Specific Area Plan, along with other development standards and considerations.





# **VERY LOW DENSITY RESIDENTIAL**



Very Low-Density Residential	Location	Permitted Zoning District
<p>The intent of this land use designation is to provide a buffer between the city and wildlife refuge. It includes lands that are used for large lot rural residential (1+ acres) or cluster developments with homes on smaller lots surrounded by large contiguous areas of open space with a density of no more than 2.5 dwelling units per acre. Cluster developments require an approved Conditional Use Permit. The character of these areas is open land with corridors for wildlife movement. They can include some low-impact agricultural uses such as community gardens, greenhouses, nurseries, or small ranchettes. Housing options are limited to single-family detached residential units on individually owned lots.</p>	<p>Very low-density residential zoning is planned for most of the area south of W Roosevelt Ave to maintain compatibility with the existing residential areas and to provide a buffer to Lake Lowell and the wildlife refuge.</p>	<p>Single-family Residential (AG and RA)</p>

## LOW-DENSITY RESIDENTIAL



Low-Density Residential	Location	Permitted Zoning Districts
Areas for single-family detached dwellings with a variety of larger lot sizes, located primarily adjacent to existing single-family residential areas and along the fringes of Nampa's Area of City Impact. Allows for a density of 1-2.5 du/acre (gross), 1-2 stories and yards. Other uses such as accessory dwelling units, parks, and places of worship are allowed. Housing options are limited to single-family detached residential units on individually owned lots.	Low-density residential zoning is either existing or planned over large acreages on the west side of the planning area, with some found on the south side of W Roosevelt Ave, to transition from medium-density to very low-density residential.	Single-family Residential (RS22, RS18, RS15, RS12)



## MEDIUM-DENSITY RESIDENTIAL



### Medium-Density Residential

Areas for dwellings including single-family detached, townhouses, and duplexes, located adjacent to existing single-family residential areas. Allows for a density of 2.5-8 du/acre, typically 1 to 2 stories in height with ample open common areas.

### Location

Much of the planning area is made up of medium-density residential. It surrounds the park and school sites and the areas next to existing development to the east to maintain compatibility.

### Permitted Zoning Districts

Single-family Residential + Two-Family Residential (RS8.5, RS7, RS6, RS4, and RD)—no 3+ multiplex buildings

## COMMUNITY MIXED USE - MIDWAY/LONE STAR DISTRICT



Community Mixed Use	Location	Permitted Zoning Districts
<p>Focused on mixed use commercial and high density residential uses appropriate to this specific area. High density residential shall not occupy more than 50 percent of the gross area in the Midway/Lone Star District. The plan envisions the following building configurations:</p> <ul style="list-style-type: none"> <li>• Multi-level buildings in a mixed-use setting with residential above and commercial at street level.</li> <li>• Live/work units with residential above and offices/studios/services at street level</li> <li>• Artist lofts with galleries at street level</li> <li>• Street-level townhouses combined with retail, grocery, café, or other neighborhood commercial uses in a single planned unit building complex.</li> <li>• A limited number of apartments and townhomes that are ADA accessible at street level may be included in these building configurations.</li> <li>• When multi-family buildings are not vertically integrated with a commercial or retail component, adjacent commercial uses should be proportional to and blend in with adjacent residential buildings. Design elements and construction materials of the non-residential buildings should be consistent with those in the residential portion of the development.</li> <li>• The residential and non-residential uses should be well connected through pedestrian-friendly walking paths, cohesive landscaping, and overall design.</li> <li>• To ensure the mixed-use projects develops as proposed, the City should request a development agreement to govern the development of the site.</li> </ul>	<p>Community Mixed Use is planned for the Midway/Lone Star District.</p>	<p>Commercial and Residential (BC, BN, RML, RP)</p>

Buildings shall be 2 to 3 stories in height.

Sidewalks shall be 15 feet wide along Midway and Lone Star in the Midway/Lone Star District. Sidewalks shall accommodate sitting area for cafes and coffee shops, small gathering areas, street seating and lighting, information kiosks, retail displays, and a street presence for building entrances. Architectural elements include large view windows at street level, unique signage and store fronts, a unifying landscape, unified street seating/trash cans/light fixtures, shade trees, and other inviting elements. Allows for a density of 8-12 du/acre. Community mixed use is intended to provide services to nearby residents while creating a walkable environment.



## COMMUNITY MIXED USE - KARCHER ROAD

Community Mixed Use	Location	Permitted Zoning Districts
Karcher Road is a traditional Community Mixed Use Area and will follow the descriptions outlined in the Nampa Comprehensive Plan.	South of Karcher Road and east of Midway Road.	Commercial and Residential (BC, BN, RML, RP)

### Landscape and Design Elements

During the outreach effort to property owners and the general public for this plan, a theme quickly emerged: there is a strong desire to preserve the area's character and connection to nature, including open space and area for wildlife. Through specified landscape and design elements that complement the existing scenery, new development in the area can retain the charm and appeal that is appreciated by so many in the community. The following are considerations for preserving the character of the planning area.

#### DEER FLAT NATIONAL WILDLIFE REFUGE

It is important to create a natural transition from the wildlife refuge to adjacent areas where development will occur. A 60-80-foot buffer that incorporates compatible landscaping is highly recommended for proposed developments on roads across from or next to the refuge. The buffer could incorporate the walking paths that are required on Roosevelt Ave.

#### STRUCTURES

In the Midway/Lone Star District, all buildings are subject to design review approval and the Nampa City Code's building/streetscape standards. No metal buildings are allowed. Buildings with metal decorative elements may be considered, but the metal elements are limited to artistic additions to the building. In some instances, metal roofs may be used if they fit the character of the area. The design review process will make the final determination about the use and fit of metal on buildings.

#### ENTRYWAYS, LANDMARKS, AND WAYFINDING

Entryways or landmarks, elements, and locations should be identified to highlight the entrance into the planning area at key points. A specific neighborhood landmark should be considered at the intersection of Midway Road and in the center of the Midway/Lone Star District. Retail and restaurants should be located near the park and school sites. The entryways and landmarks could include distinctive monuments, works of public art, or signage that reflect the area's character. A wayfinding program should also be implemented for the plan area.

The plan area includes not only recreational sites, but also numerous pathways along both the roadway and the canal system. Clear wayfinding will enhance the sense of place felt by individuals visiting and traveling through the plan area.

To ensure the area's character is honored and reflected in the built environment, the plan area may include standards that relate to building mass and form, façade articulation, roof lines and materials, entryways, and window treatments, amongst other considerations, particularly in the commercial areas. Residential areas could be included in these design standards as well.

#### ROAD AND STREET EDGES

Landscape and streetscape design standards should be required for the plan area. Any planting program should be compatible with or complementary to the surrounding area. Landscaping should be provided behind the curb, in front of buildings, and on buildings to soften them wherever possible, particularly in the Midway/Lone Star District.

#### LIGHTING

Street lighting, pathway lighting, and development lighting standards in the Midway/Lone Star District should reflect the area's character. Excessive lighting was brought up as a concern by current residents. Lighting should be shrouded and directed downward to control light pollution, except for limited low lumen uplighting on entry signage or specific site features. Lighting should be incorporated into entryways and landmarks to highlight the location and sense of place. Lighting in the Midway/Lone Star District should be more pedestrian focused, particularly along routes to the school and park sites to create a sense of security in these areas.

#### SIGNS

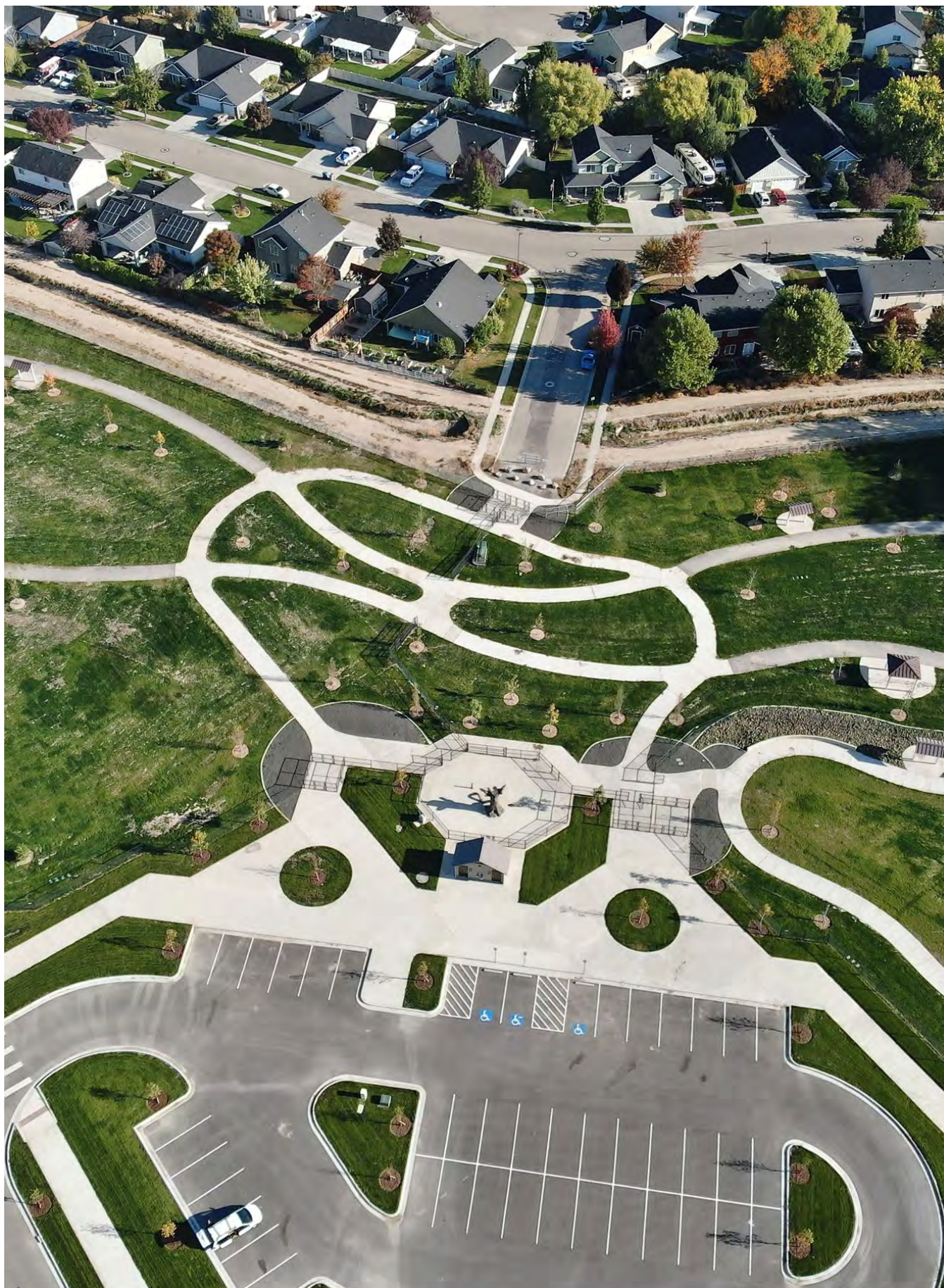
To help maintain the open and natural feel of the plan area, signage in commercial areas should be limited to monument signs. Tall signage of any kind is discouraged.

## What's Next?

Following adoption of this Specific Area Plan, Nampa planning staff will draft code language in a chapter of the Nampa City Code designated for specific area plans. The design and development standards articulated in this plan will be adapted as regulatory requirements, or criteria to be used in entitlement and permit approvals. More detail is provided in Chapter 6.







Huckleberry Dog Park / Source: Nampa Parks & Recreation



# Chapter 6 / Implementation and Administration

## Specific Plan Authority and Administration

### ROLES AND RESPONSIBILITIES

The Southwest Nampa Specific Plan will be administered along with the Comprehensive Plan by the Nampa Planning and Zoning Department, the Nampa Planning and Zoning Commission, and the Nampa City Council. Projects within the planning area will follow the application, review and approval processes outlined in Nampa City Code. While some provisions exist within the code, additional code sections may be required as the area develops.

As this plan provides a closer view of the southwest area of the Nampa Comprehensive Plan, the process for amendments or revisions will be the same as those specified for the Comprehensive Plan in terms of application, frequency, and other procedures.

### NAMPA COMPREHENSIVE PLAN AND NAMPA CITY CODE

The Southwest Nampa Specific Area Plan refines the City's Comprehensive Plan and Future Land Use Map to provide guidance for development activities within the planning area. In addition to specific provisions that may be further implemented through the zoning ordinance, the maps, visual depictions, and narrative here are intended to provide a vision for the area, including policy priorities and strategies to guide growth and investment.

The density levels and type of development are defined in this plan to establish a specific look and feel of the area. Nampa City Code, Title 10, Chapter 31 further defines codes, standards, and regulations for the specific area plan.

### IMPLEMENTATION MEASURES

The planning process established a vision and objectives for the area. The City can implement action items based on these objectives to shape future investment in the area. The table on the following pages lists these action items by objectives and action items. To accomplish the various plan objectives, implementation strategies should be undertaken by key City departments. The table describes the roles and responsibilities of each City department and City or County administrative body.



## Objectives and Action Items

Objective	Action Item
<b>USE AND ACTIVITY:</b> Support sustainable land uses and activities to complement the area.	Implement Southwest Nampa Specific Area Plan/Future Land Use Map through code amendments.
	Collaborate with Caldwell and Canyon County regarding land uses and alignment of land use objectives for the area.
	Ensure viable utility connections for proposed land uses.
	Update sewer and water plan accordingly.
	Coordinate with Nampa Parks Department and School Districts to outline Trail system improvements and Safe Routes to Schools
	Continue dialogue with property owners and area regarding land use, activities, and possible participation in utility delivery.
<b>ACCESS AND CONNECTION:</b> Address opportunities to provide improved traffic flow and establish pedestrian and bicycle connectivity.	Support land use designations and guidelines for connections between activity areas.
	Plan and design local residential street system in with developers: add mid -mile collectors where feasible.
	Plan and design central area streets.
	Provide connectivity with Lake Lowell and Caldwell pathway and trail systems
	Continue dialogue with property owners and area representatives regarding access and connections.
	Update the Comprehensive Plan, pedestrian and bicycle plan, and engineering master plan documents
<b>CHARACTER AND COMMUNITY:</b> Provide city services and facilities to support existing and potential uses, emphasizing public amenities such as landscaping, parks, paths, & wayfinding.	Implement Southwest Nampa Specific Area Plan through zoning ordinance amendments and related design guidelines.
	Incorporate design, signage, art, and landscaping of the Midway/ Lone Star District
	Adopt a Lone Star/Midway District designation to augment zoning district provisions based on the recommended design and development standards provided in Nampa City Code.
	Continue dialogue with property owners and area representatives regarding potential parks, paths, and gateways.
	Identify potential park sites for future development.

## Roles and Responsibilities

Department/Title	Role	Responsibility
Nampa Planning and Zoning	Land use, entitlement, and community planning	Document preparation and updating. Code development. Annexation, zoning, platting, design review, landscape review, implementation of codes, code enforcement
Nampa Building Department	Building codes and permitting, code enforcement	Building codes, building permits, code enforcement, building inspections
Engineering	Utilities, utility planning, geographical assessments	Utility planning, connection approvals, standards development, and enforcement
GIS	Mapping and diagrams	Produce and ensure accuracy of mapping and diagrammatic representations
Transportation	Streets and right-of-way planning	Streets, sidewalks, intersections, road safety and access management
Economic Development	Business and community partnerships	Develop opportunities for investment, business community management
Nampa Fire Protection District	Fire Protection	Provide fire protection, first responder services, building codes and inspections
Nampa Police Department	Public Safety	Public protection and safety
Nampa Parks and Recreation Department	Parks, trails, and pathway connections	Pathway and trail development through subdivisions and connections to the park system
Canyon County	Advising body	Advise Nampa City Council about specific plan development, oversee additions to Area of City Impact, act under Joint Powers agreement to collaborate about development outside of City Limits
Nampa Planning and Zoning Commission	Approving, vetting, and recommending body	Approve Preliminary plats, review and recommend other development and entitlement proposals, manage the Comprehensive Plan
Nampa City Council	Approving body	Approve entitlements, codes, comprehensive plan development and amendments, guiding documentation, Specific Area Plans. Guide community visioning process.



## Potential Funding Opportunities

The various steps needed to implement the Southwest Specific Area Plan rely heavily on the initiative of the City of Nampa to undertake additional investment. There is a potential for public private partnerships on land development proposals (public open space paired with private residential or commercial spaces) using development agreements within the Midway/Lone Star District area.

Several financing mechanisms may be utilized. The table below summarizes possible funding sources, sorted by project type. All opportunities will require additional review based on project specificity. Others require comprehensive research and analysis, such as can be found in Benefit Cost Analyses and Environmental documentation.

The ultimate mix of financing mechanisms will be determined in the implementation process, based on additional technical analyses of costs, benefits, obligations, and on further deliberations involving City staff, property owners, developers, elected officials, and finance experts. There may also be new financing mechanisms that evolve at the State or federal level; this Plan encourages the consideration of those new mechanisms by the City and/or developers.

### Potential Funding Sources

Funding Source	Funding Name	Funding Information	Assistance Type
<b>ARTS AND CULTURE</b>			
National Endowment for the Arts	Our Town	Projects that support activities that integrate arts, culture, and design into local efforts that strengthen communities. Visit <a href="https://www.arts.gov/">https://www.arts.gov/</a> for more information.	\$25,000 to \$150,000 50% Match
<b>OPEN SPACE, PARKS, AND RECREATION</b>			
National Park Service	Land and Water Conservation Fund Outdoor Recreation Legacy Partnership Program	Projects that will provide outdoor recreation opportunities to the public through the acquisition of lands and waters for parks and other outdoor recreation areas, as well as through the development of new, or the renovation of existing, outdoor recreation facilities. Visit <a href="https://www.nps.gov/subjects/lwcf/index.htm">https://www.nps.gov/subjects/lwcf/index.htm</a> for more information.	\$50,000 grant
Idaho Parks and Recreation	Land and Water Conservation Fund	Acquisition, development, or maintenance of outstanding property into perpetuity for outdoor recreation purposes. Visit <a href="https://parksandrecreation.idaho.gov/grants-and-funding/the-land-and-water-conservation-fund/">https://parksandrecreation.idaho.gov/grants-and-funding/the-land-and-water-conservation-fund/</a> for more information.	Varied Amounts 50% Match
Idaho Parks and Recreation	Waterways Improvement Fund	Protection and promotion of safety, waterways improvement, marking of waterways, and all things incident to such purposes including the purchase of real and personal property. Visit <a href="https://parksandrecreation.idaho.gov/grants-and-funding/waterways-improvement-fund/">https://parksandrecreation.idaho.gov/grants-and-funding/waterways-improvement-fund/</a> for more information.	Varied Amounts 5% Match
Idaho Parks and Recreation	Road and Bridge Fund	Develop, construct, maintain and repair roads, bridges, and parking areas leading to parks and recreation areas. Visit <a href="https://parksandrecreation.idaho.gov/grants-and-funding/recreational-road-bridge/">https://parksandrecreation.idaho.gov/grants-and-funding/recreational-road-bridge/</a> for more information.	Varied Amounts 5% Match

Funding Source	Funding Name	Funding Information	Assistance Type
Idaho Parks and Recreation	Recreational Trails Program	Projects aligned with Statewide Comprehensive Outdoor Recreation Plan for development of trails. Visit <a href="https://parksandrecreation.idaho.gov/grants-and-funding/the-recreational-trails-program/">https://parksandrecreation.idaho.gov/grants-and-funding/the-recreational-trails-program/</a> for more information	Varied Amounts 5% Match
Idaho Fish and Wildlife Foundation	Idaho Fish and Wildlife Grants	Habitat conservation, fish, and wildlife management conservation education. Visit <a href="https://ifwf.org/">https://ifwf.org/</a> for more information.	\$10,000
Idaho Wildlife Conservation and Management	Community Challenge Grant	Improving access to the environment. Visit <a href="https://idfg.idaho.gov/conservation/wildlife">https://idfg.idaho.gov/conservation/wildlife</a> for more information.	\$10,000 Regional \$30,000 Statewide Match Preferred
Kaboom!	Community-Built Playground Grant	Purchase of playground equipment. Visit <a href="https://kaboom.org/">https://kaboom.org/</a> for more information.	\$15,000 Match required
<b>PUBLIC WORKS</b>			
United States Department of Agriculture	Community Facilities Direct Loan and Grant Program	Funds can be used to purchase, construct, and / or improve essential community facilities, purchase equipment, and pay related project expenses. Visit <a href="https://www.rd.usda.gov/programs-services/community-facilities/community-facilities-direct-loan-grant-program">https://www.rd.usda.gov/programs-services/community-facilities/community-facilities-direct-loan-grant-program</a> for more information.	Low term interest loans. Grants may be combined with a loan potentially
United States Department of Agriculture	Revolving Funds for Financing Water and Wastewater Projects	Pre-development costs for water and wastewater treatment or short-term small capital improvement projects that are not part of the regular operations and maintenance. Visit <a href="https://www.rd.usda.gov/programs-services/water-environmental-programs/revolving-funds-financing-water-and-wastewater-projects">https://www.rd.usda.gov/programs-services/water-environmental-programs/revolving-funds-financing-water-and-wastewater-projects</a> for more information.	Low term interest loan at a maximum of \$200,000.  20% Match





## **EXHIBIT B**

### **CHAPTER 15 COMPREHENSIVE PLAN TEXT AMENDMENT**



# CHAPTER FIFTEEN

## SPECIFIC AREA PLANS; OVERLAYS; GUIDELINES AND STANDARDS; AND ASSESSMENTS



### 15.0 Executive Summary

Throughout the Comprehensive Planning process, it became evident that specific areas, including geospatial, geographic, socioeconomic and other subject matters of interest, required additional planning and/or a concentrated assessment. These areas are described below. Coupled with this, the introduction of additional planning tools in the 2040 Comprehensive Plan requires the creation of standards to guide decision-making and administration. The intent is to create standards that can be changed from time to time without having to expose the Comprehensive Plan, which is the overarching guidance tool that is adopted by ordinance, to excessive review. These standards should be developed through a coordinated effort that includes City leaders, City Staff and the development community.

### 15.1 Specific Area Plans and Overlays

The following specific area plans have been completed:

- Central Nampa Revitalization Blueprint (adopted August 2004)
- Downtown Streetscape Plan (adopted May 2015)
- Nampa Historic District Sub-District Design Guidelines
- North Nampa Revitalization Strategy (adopted April 2008)
- Old Nampa Neighborhood District Plan (adopted January 2003)
- University District Neighborhood Plan (adopted January 2009)
- Northeast Nampa Gateway District Plan (adopted April 2017)
- Lake Lowell Bicycle and Pedestrian Plan (Adopted 10/2016)

Many of these plans are aging and require review and updating from time to time.

#### 15.1.1 Specific Area Plans

- **Highway 16 Specific Area Plan** – The Highway 16 Specific Area Plan, adopted February 6, 2023, shall be incorporated by reference.

This corridor is an important asset to the city. The alignment of Highway 16 leaves an area east of the Highway 16 that is sandwiched between Nampa and Meridian that will be serviced by the City of Nampa. The Highway 16 Specific Area Plan will indicate the highest and best land uses along the corridor and will determine the aesthetics and architectural vernacular that will be specific to this area. Access points at Franklin Blvd. and Ustick Road are provided in the plan. These intersections are also a part of the study area.

- **Midland Blvd** – Midland Blvd is an important link between Cleveland Blvd. and properties adjacent to Lake Lowell. The corridor has been developed over several years. Each wave of development has included a mix of residential, schools, and commercial land uses. The plan contains new road alignments, trail connections and safe pedestrian and bicycle crossings. Future land use revisions to the Comprehensive Plan Future Land Use Map will be included in the plan. Anticipated adoption is slated for 2023.

- **Hwy 45 Realignment** – This project will expand on the 2009 Downtown Alternatives Analysis by studying the corridor to determine the best way to connect to a regional high-capacity transit system, channel truck traffic away from downtown, improve traffic flow and enhance economic development in the downtown.
- **Caldwell Blvd Commercial District.** – The anticipated study area includes about 600' on either side of Caldwell Blvd. from E Homedale Rd. to Northside Blvd. It will consider the relationships of various land uses on this critical commercial and industrial corridor. Recommendations about approaches to future road, lighting, signage, streetscape standards; identifying factors, vegetation, utilities, and other potential improvements; and land uses specific to this area will be provided. The study will involve outreach to the different business and landowners on the corridor, as well as public outreach. The City of Caldwell will also be included in the discussion as a significant partner.
- **Highway 20/26 Specific Area Plan** – The Highway 20/26 Specific Area Plan, adopted February 6, 2023, shall be incorporated by reference.

Nampa contains the Highway 20/26 corridor from Madison Rd. to Canada Road. This corridor is strategically significant to the City of Nampa as it provides a link to neighboring communities, the Boise River and regional thoroughfares. The plan area is designed to contain a mix of commercial, industrial, agricultural, and residential. Highway 20/26 is anticipated to be widened to five lanes with traffic controls. The study considers the current and future growth patterns of this area and proposes specific guidelines for transportation, land uses and access.

- **7<sup>th</sup> St South (Old Nampa Neighborhood Association Area)** – This study will consider the issues that threaten this historical area. The plan will propose alternatives for preservation and enhancement of the street, sidewalk, street lighting and residential structures. Accessibility and public safety are a high priority in this preservation effort. The anticipated area of study is bordered by N Yale St., E Roosevelt Ave., N Sugar St., and Garrity Blvd. It will also include the residential areas north of Garrity near Snake River Elementary School up to Stampede Ct. on 11<sup>th</sup> Ave N.
- **Ustick Corridor** – This corridor runs through the heart of the northern Nampa Area and has a future connection to Highway 16. It is a corridor of major significance as it ties Highway 16 to industrial and residential areas. This study is gaining in priority as the area is experiencing development pressures.
- **Boise River/North Nampa** – This area has significant importance to the City of Nampa. It has been identified in Nampa's Area of City Impact since 2005. The area contains property that can be developed into a master planned community, schools, regional commercial campuses, industrial parks, Very Low/Low/Medium/High-Density residential, Civic locations, and a regional park system along the Boise River. The bluff area can be utilized, in part, for a regional park headquarters, parking and botanical education garden. Every effort should be employed to keep this area within the Nampa Area of City Impact.
- **Airport District** – This study will analyze growth, traffic, land uses around the Nampa Airport. It will utilize the Airport Master Plan and input from the Engineering Division. The study will make recommendations about land uses, opportunities for existing neighborhood improvements and connections to Garrity, Happy Valley, Victory, Kings and other major roadways. Anticipated area study limitations are Garrity to the North, N Happy Valley Rd., Victory Road and N King's Road.



- **Lake Lowell / Deer Flat Area** – This will take a closer look at the land uses and transportation system that services this area. It will consider utilities and other services required to make this a viable area for future growth. The anticipated limits of this study area are Southside Blvd., Deer Flat Road, the Mora Canal on the west and Lake Lowell and Lewis Lane to the north.
- **Southeast Nampa** - This will be a general land use, parks, utility and transportation view for the study area. The borders are anticipated to be Southside Blvd., E Amity Ave, S. McDermott and Deer Flat Rd.
- **Southwest Nampa** – [The Southwest Nampa Specific Area Plan shall be incorporated by reference. This plan provides increased definition of the transportation system, land uses, land use designations, and neighborhood layout. A centralized district called the Midway/Lone Star District will support commercial and higher density residential. Similar development is encouraged off Karcher Road. Both areas are Community Mixed Use, although with different specific land use descriptions. Surrounding land uses are Medium Density Residential. Land uses near Caldwell's border and the Deer Flat Wildlife Refuge are Low Density Residential and Very Low Density Residential to help preserve the integrity of the refuge, provide an open feeling and reduce population impacts. A system of trails and pathways that cross sect the area for greater connectivity and safe routes to future schools is outlined.](#) ~~The anticipated area for this study is- Lewis Ln to the south, Sunny Ridge Road from Lewis to the NNU Campus, Lake Lowell from NNU to Middleton Rd., Middleton Rd. N to Karcher Rd., Karcher Rd. to the western border of the Area of City Impact. This is a general mid-level view of transportation, land uses, utilities, recreation components, schools and other services needed in this area.~~

The areas listed below were identified by Staff and the Comprehensive Plan Review Advisory Committee as needing additional detailed planning.

- **Karcher Mall/Treasure Valley Marketplace** – Geographic analysis of businesses, industries and transportation connections and surrounding development. Considers commerce activity, future development and connectivity of this area on Midland, Karcher and Caldwell Boulevard.
- **Mobile Home Park Study** – This study will locate mobile home parks in Nampa. A GIS map will be generated indicating the location mobile home parks and how many units are in each of these facilities.

## 15.2 Guidelines and Standards

**15.2.1 Nampa Gateways** – These guidelines will establish guidelines for landscaping, signage, and other gateway features for each of the access points into the City of Nampa.

**15.2.2 Mixed Use Development** – This study will provide guidelines and standards for development of the following:

- Master Planned Communities
- Smart Growth and Transit-Oriented Development
- Planned Unit Development
- Village Development

The standards and guidelines will be developed with coordination between City Leaders, the development community, City Staff and the public.

**15.2.3 Limited Commercial Development in Medium- and High-Density Residential Zones** – These guidelines and standards will apply to 'limited scale' commercial development in residential zones. The guidelines will

outline uses that are and are not allowed, scale and location of developments, operational restrictions, role of this type of development and other factors. The types of the development included in study are:

- Infill
- Medium Density Residential land use settings
- High Density Residential land use settings
- Redevelopment

**15.2.4 Density-based Residential Development** - These guidelines and standards will discuss how Nampa can utilize floating zones to achieve community objectives in residential development through density-based development rather than lot size in single-family residential zones.

**15.2.5 Design Review Standards** – Standards include all development that require a design review process. These will include required, encouraged, and suggested standards.

### 15.3 Utility and Resource Assessments

**15.3.1 Transmission Line Corridor needs assessment** – As Nampa continues to expand and grow, delivery of power transmission services will be evaluated by Idaho Power. This assessment will be coordinated with Idaho Power to find the best locations for transmission substations and other necessary facilities.

**15.3.2 Natural Resources Assessment** – This study will be coordinated with Canyon County to perform a Natural Resources Audit and provide an open space plan that identifies areas that are valuable for various open space and agricultural needs. This will not provide an overlay but will provide recommendations on the conservation and preservation of key open space area in the Nampa Area of City Impact.

**15.3.3 Aquafer Recharge Assessment** – As Nampa continues to spread over irrigated agricultural land, the recharge to aquifers will be impacted. This study will be coordinated with Canyon County, the irrigation districts and the State of Idaho to determine the impacts and mitigation for the loss of recharge potential in the Nampa Area of Impact.



Exhibit 15.1 – Specific Area Plans

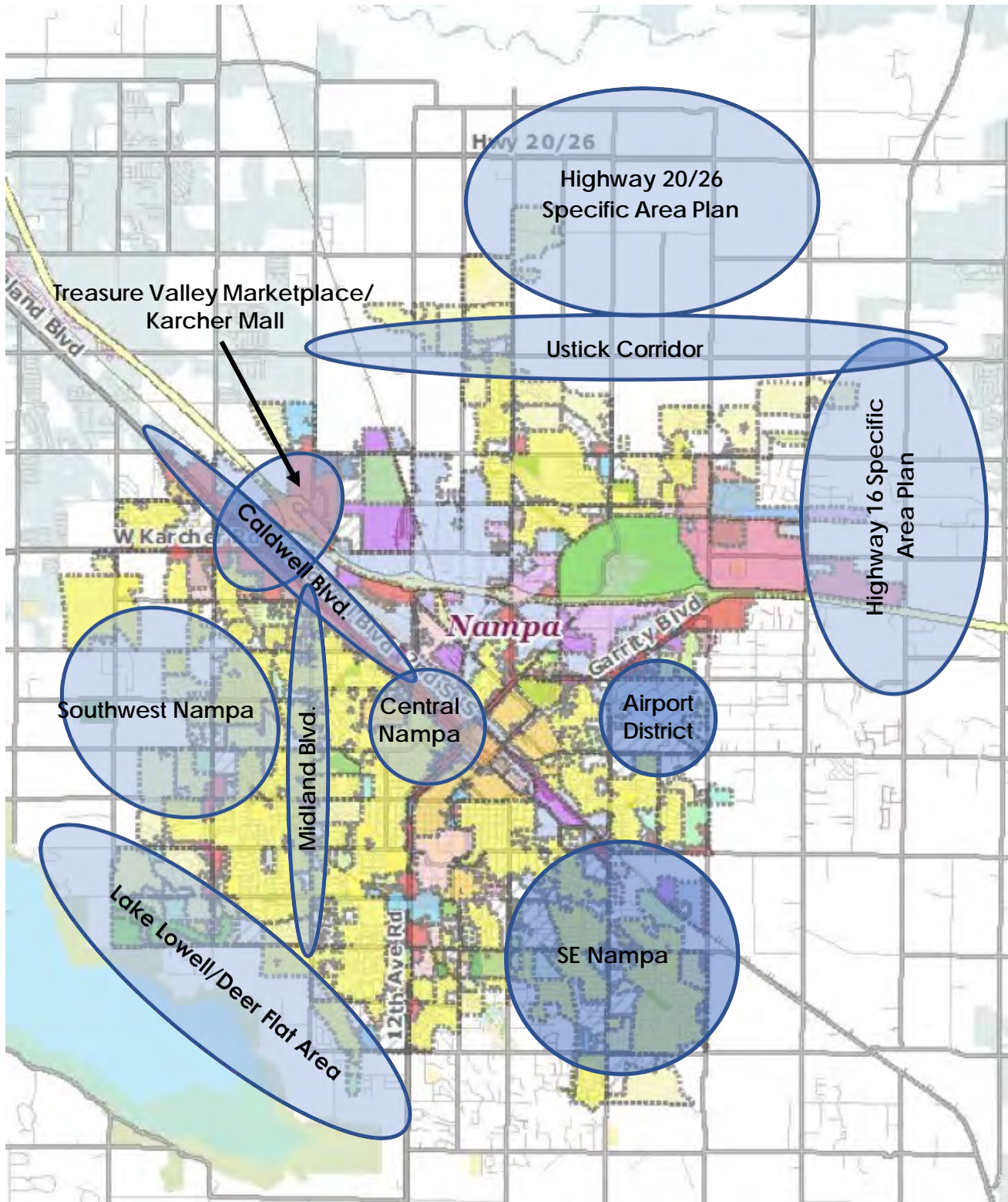


EXHIBIT C  
FUTURE LAND USE MAP

# Future Land Use Map

