



PLANNING & ZONING DEPARTMENT

Before the Planning & Zoning Commission
Meeting of 12 JULY 2016

PUBLIC HEARING ITEM NO. 1 STAFF REPORT

Analyst: Robert Hobbs

Applicant(s):

Dean and Daren Anderson

File(s): CMA 026-16 & ZMA 015-16

Requested/Needful Action Approval(s)/Recommendation(s):

1. **Comprehensive Plan Future Land Use Map Amendment from General Commercial to High Density Residential; and,**

(Decision Required: Recommendation)

2. **Rezone of land from both RML (Limited Multiple-Family Residential) and RS 6 (Single Family Residential - 6,000 sq. ft.) to RMH (High Density, Multiple-Family Residential) ...**

(Decision Required: Recommendation)

In order to facilitate construction of two apartment buildings: One 18-unit structure at the back of the Property with its long axis running east \leftrightarrow west, and one 12-unit structure on the east side of the Property with its long axis running north \leftrightarrow south; the buildings are tentatively proposed to be 38' tall at their highest point (e.g. ridgeline). Density yield proposed at 18 du/a, where 77 is normally allowed (in the RMH Zone). RMH Zone is proposed over RML (existing on Property) to gain that zone's height allowance (vs. RML's lower limit), *not* for the RMH Zone's density or land use allowance...

Pertaining to:

A split-zoned parcel of land located at 347 W. Orchard Ave. (A 1.655 acre portion of Section 2, T3N, R2W, NE 1/4, BM, Westview Subdivision Lot 4 North of the Canal, less Tax 1 and 10 in NW 1/4, NE 1/4 -- hereinafter the "Property")

COMPREHENSIVE PLAN MAP AMENDMENT

In the 2010 Idaho Legislative session, House Bill no. 608 was signed into law. This law provides that changes to a comprehensive plan land use map may be recommended by a Planning & Zoning Commission at any time, unless the local governing Board has established by Resolution a minimum interval between requested amendments not to exceed six months.

More important to this matter, the two criteria that used to found in state law to guide the Commission and Council in determining whether to allow the modification or not are [now] absent from the same and from City ordinance(s). Thus, approving or not a requested comprehensive plan change/amendment becomes a purely subjective matter and decision on the part of a City like Nampa. In our case, Staff has been suggested that both the Commission and Council still give some consideration as to whether the area around a property under review for a Comprehensive Plan amendment is in flux and/or whether an error of some kind was made in the original Plan or on its associated Future Land Use Map that the current proposal would be fixing – or that an update to the same is warranted.

As to the matter made the subject of this report, the Property is currently positioned in a “Commercial” setting and is comprised of a split-zoned, single parcel. The Applicant(s) seek conversion of the commercial setting to “High Density Residential” in order to support an associated request to rezone the whole of the Property to RMH in order to be able to build apartments on the Property. Regarding residential land uses generally, the City’s currently adopted Comprehensive/Master Plan notes that,

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

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

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

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

Regarding high density residential uses specifically, the City’s currently adopted Comprehensive/Master Plan notes that,

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

Housing development in residential areas can be developed as:

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

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

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

(Nampa 2035, Chapter 5 Land Use, 5.5 Residential Land Uses, 5.5.4 High Density Residential, Feb. 2012)

Changing the Comprehensive Plan Future Land Use Map’s setting of “Commercial” to “High Density Residential” as requested would provide underlying support for development of the Property, once rezoned, for multi-family dwelling units. Such resultant harmonization between an actual, proposed land use and/or zone with the Comprehensive Plan Future Land Use Map would be considered, per industry practice and court decree, then properly arranged (i.e., needful/desirable/sustainable).

RMH zoning is most logically found at major intersections in the majority of cases when such is proposed to be established outside and often adjacent to commercial area.

As the Property lies adjacent to an area established as “Commercial” per the City’s Master Plan, and, on its other side and area set aside as “Medium Density Residential, as Property lies between commercial uses on one side and multiple-family development on the other (which in turn abuts a school, and, as the density sought by the Applicant(s) is actually in care and keeping with the RML Zone, not the RMH Zone (which is being sought solely to avoid a height Variance request as the proposed buildings will crest the RML Zone’s 30 foot height limit by about 8’)), Staff finds the contemplated application reasonable to consider.

ANNEXATION/[RE]ZONING CONCLUSIONS OF LAW

10-2-3 (C) Annexations and/or Rezones/Zoning assignments must be reasonably necessary, in the interest of the public, further promote the purposes of zoning, and be in agreement with the adopted Comprehensive Plan for the neighborhood.

ANNEXATION/[RE]ZONING FINDINGS OF FACT

(PERTAINING TO THE APPROXIMATELY 1.655 ACRES OF LAND REQUESTED TO BE ANNEXED):

Zoning: Regarding Applicant's Proposed/Desired Annexation and Zoning Assignment Request (to RMH) Staff finds:

1. Current Jurisdiction/Status:

The Property is currently within Nampa City; Property appears encumbered presently with one structure and various mature trees thereon per imagery and is relatively flat; Property is either owned or optioned by the Applicant(s); and,

2. Surrounding Zoning:

That City BC zoned land currently adjoins the Property on its eastern and northern sides, that City RS 6 and RML zoned lots adjoin the Property on its southern and western sides, that about half of the Property is already zoned RML -- see attached Vicinity Map); and,

3. Immediately Surrounding Land Uses:

Generally (viewed radially from the Property -- working outward): To the immediate east lies Pet Haven animal shelter, a now vacant car wash, and a gas station; to the south across a canal single-family residential subdivision, to the west vacant land, then duplexes and then a school, to the north, a small commercial shopping center; and,

4. Proposed Zoning:

That the RMH district is Nampa's "High Density" Zone often found in at or near roadway intersections here and there in the City; there are minimum bulk regulations associated with said zone; the zone is being sought not to facilitate high density development, but rather to allow for buildings that exceed the height limit of the RML Zone to in order to forego having to apply for a Variance; and,

6. Reasonable:

That it may be variously argued that consideration for [re]zoning the Property is reasonable given that: a) the City has received an application to rezone the Property by amending its official zoning map by the Property owner or an Applicant having a valid, legal interest in the same; and, b) rezoning is a legally recognized legislative act long sanctioned under American administrative law; and, c) within the City of Nampa, zoning assignment is a long standing (and law sanctioned) practice; and, d) other lands in the vicinity of the Property have been zoned in such a way as to provide a transitional arrangement between commercial and single-family residential – whether viewed north south or east to west; and, e) the Property is eligible by law for consideration for rezoning; and, f) that the Applicant intends to develop the Property; and, g) City utility

services are available to the Property (see aerial photo with utility lines displayed); and, h) emergency services are available to the Property; and,

7. Public Interest:

That Nampa has determined that it is in the public interest to provide varying housing development opportunities and diverse housing land use types within its confines. Expressions of that policy are published in Nampa's adopted Comprehensive/Master Plan, as well as embodied in its decisions to date regarding similar applications. Engineering has not called for a traffic impact study (TIS) to date; and,

8. Promotion of Zoning Purpose(s):

That among the general (and Nampa endorsed) purposes of zoning is to promote orderly, systematic development and patterns thereof which preserve and/or enhance public health, safety and welfare. Included in our residential zoning regulations, therefore, are standards governing commercial development which appertain to allowable land uses, building setbacks, building aesthetics, provision of parking and service drives, property landscaping, etc. While a specific plan was not advanced in conjunction with the application set considered by this report, Staff notes that any site development will be regulated by, and through, the building permit review process and will force application of zoning laws (e.g., that which govern building heights, setbacks, landscaping, parking lot layout and striping, lighting of buildings and the parking area, etc. against any construction on the Property. Additionally, if a Development Agreement is imposed against the intended project to be developed on the Property, building elevations (architectural aesthetics) may also be regulated by the City; and,

9. Comprehensive Plan:

Should the Council approve the amendment of the Property's overlying Comprehensive Plan as proposed by the Applicant(s) and noted in this report, then requisite support for the proposed RMH zone would be accordingly provided, and, any concern of "spot zoning" thereby contravened; and,

10. Services:

That utility and emergency services are, or can be made, available to the Property (see aerial photo with utility lines displayed); and,

11. Further, that:

- a. Agency/City department comments have been received regarding this matter. Such correspondence as received from agencies or the citizenry regarding this application package [received by noon June 22, 2016] is hereafter attached to this report.
 1. Nampa City Engineering has no objection(s) concerning the Rezone application (or associated Comprehensive Plan Map Amendment request); and,
 2. The Nampa Highway District has no objection(s) concerning the Rezone application (or associated Comprehensive Plan Map Amendment request); and,
 3. The Nampa Building Department has no objection(s) concerning the Rezone application (or associated Comprehensive Plan Map Amendment request); and,

4. The Nampa Code Compliance Division has no objection(s) concerning the Rezone application (or associated Comprehensive Plan Map Amendment request), noting no violation cases are active on/against the Property; and,
5. Compass has provided comment on the Project (but with incorrect dwelling unit numbers); and,
6. Staff has not received commentary from any surrounding property owners or neighbors either supporting or opposing this request.

Note: The preceding general statements are offered as possible [preliminary] findings, and are not intended to be all inclusive or inarguable. They are simply provided to the Commission in the event that the requested entitlements are recommended for approval.

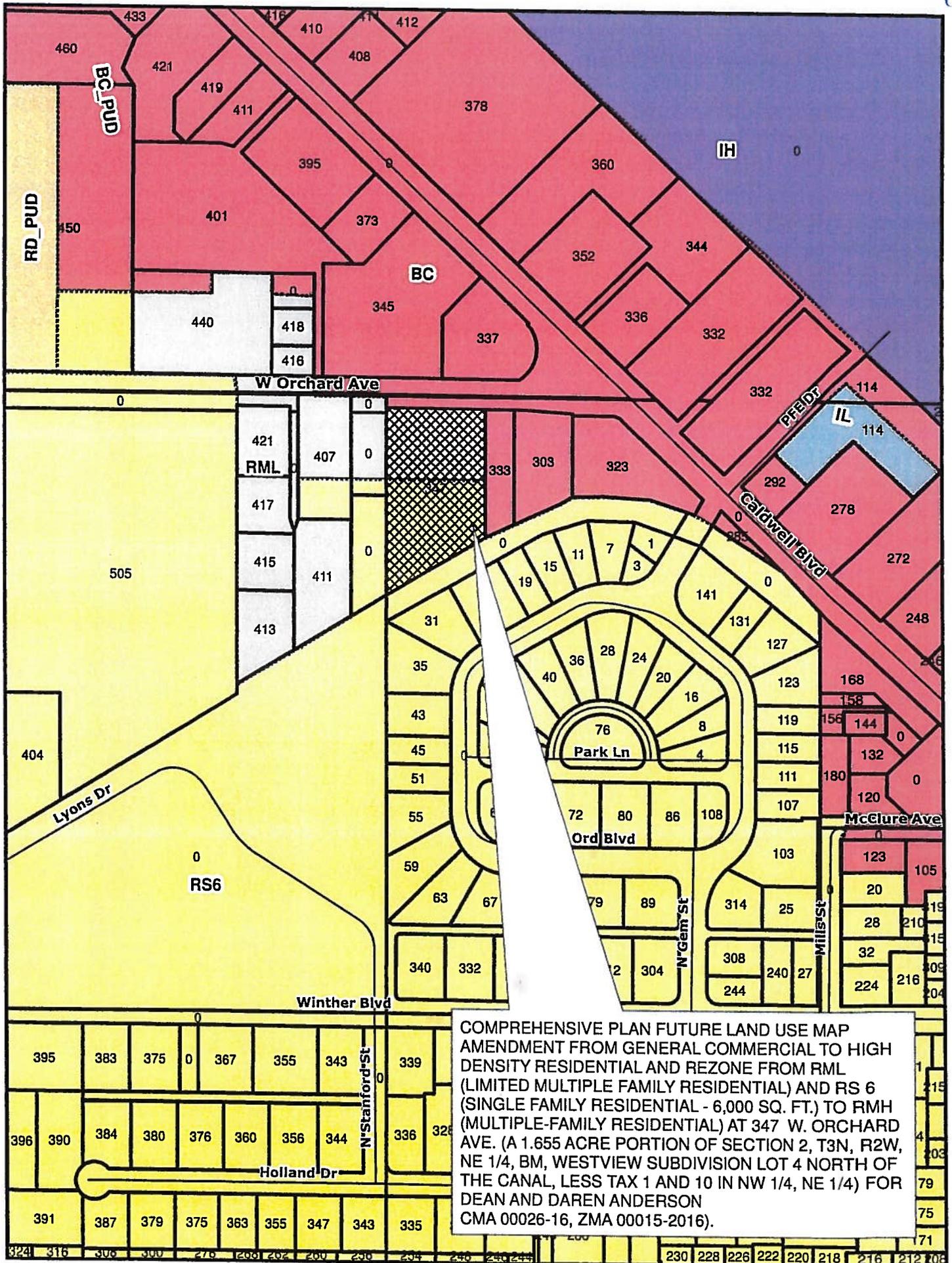
In summary, the Property may be zoned RMH, but nothing will [ultimately] force the Council to do so as it acts in its quasi-judicial capacity to decide on the proper land use zone/district to assign to the Property. Given the findings noted above, however, RMH zoning is certainly an “entertainable” zone and recommend for imposition...

RECOMMENDED CONDITIONS OF APPROVAL

N/A at the time of this report's publication...a Development Agreement may be required, especially if City decision makers wish to regulate (generally) site design or building aesthetics. Any extant right-of-way dedication and property improvement emplacement requirements will expectedly be required by Engineering as part of project build-out; however, no such mandates have thus far been advanced by that Division.

ATTACHMENTS

- Copy of Vicinity Map (page/Exhibit 7)
- Copy of Comprehensive Plan Future Land Use Map Amendment application form (page/Exhibit 8)
- Copy of Comprehensive Plan Map Amendment application form (page/Exhibit 9)
- Copy of Comprehensive Plan Map Amendment application form (page/Exhibit 10)
- Copy of aerial and street level imagery of Property and surrounds (pages/Exhibits 11-15)
- Copy of [any] inter-departmental/agency/citizen correspondence (pages)/Exhibits 16+)



COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT FROM GENERAL COMMERCIAL TO HIGH DENSITY RESIDENTIAL AND REZONE FROM RML (LIMITED MULTIPLE FAMILY RESIDENTIAL) AND RS 6 (SINGLE FAMILY RESIDENTIAL - 6,000 SQ. FT.) TO RMH (MULTIPLE-FAMILY RESIDENTIAL) AT 347 W. ORCHARD AVE. (A 1.655 ACRE PORTION OF SECTION 2, T3N, R2W, NE 1/4, BM, WESTVIEW SUBDIVISION LOT 4 NORTH OF THE CANAL, LESS TAX 1 AND 10 IN NW 1/4, NE 1/4) FOR DEAN AND DAREN ANDERSON CMA 00026-16, ZMA 00015-2016).



- Results
- Map Controls
- Property
 - Address Points
 - County Parcels
 - Boundaries
 - Floodplain
 - Planning
 - CityStaff
 - All P&Z
 - Comp Plan
 - Enclosed Areas
 - Pathways
 - Preliminary Plats
 - Neighborhood Centers
 - Transportation Plan 201
 - Urban Renewal - TIF
 - Zoning
 - Schools
 - Subdivisions
 - Township Range Section
 - Valley Regional Transit
 - Basemap_wherl
 - 15k to 0
 - 15k to 15k
 - 15k to 15k
 - Waterways
 - Imagery



APPLICATION FOR AMENDMENT OF COMPREHENSIVE PLAN

City of Nampa, Idaho

7/2/16 FZ
ROBERT

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This application must be filled out in detail and submitted to the office of the Planning Director for the City of Nampa, Idaho, accompanied by a nonrefundable fee of \$421.00 (for 1 acre or less), and \$842.00 (for more than 1 acre) for a map amendment; or \$213.00 for a text amendment.

Name of Applicant/Representative: DEAN ANDERSON / DAREN ANDERSON Phone: 3533043 9821818
Address: 915 N Cole Rd City: Boise State: Id Zip Code: 83704

Applicant's interest in property: (circle one) Own Rent Other _____
Owner Name: DEAN ANDERSON Phone: 3533043
Address: 915 N Cole Rd City: Boise State: Id Zip Code: 83704

Address of subject property: 347 W ORCHARD NAMPA ID

Is a copy of one of the following attached? (circle one) Warranty Deed Proof Of Option Earnest Money Agreement.

Subject Property Information

(Please provide one form of the following REQUIRED DOCUMENTATION to complete the amendment):

Original Legal description of property AND a legible WORD formatted document. (Must have for final recording) Old or illegible title documents will need to be retyped in a WORD formatted document

Subdivision Legal Attached Lot _____ Block _____ Book _____ Page _____

Project Description

State (or attach a letter stating) the requested zoning, the land use change(s) and the reason for the proposed change(s) and the use(s) which will be involved: The property has 2 zones (RES + MULT; family) we want to change to one zone Mult; family to build

If this application is for a change of plan text complete the following: apartments, - RMH desired

State (or attach a letter stating) the text changes requested, the page numbers in the plan, the reason for the proposed changes and why they would be in the interest of the public (attach the full text of the proposed amendment, as necessary):

general commercial to MID Residential - RMH desired

Dated this 9 day of JUNE, 20 16

Dean Anderson
Signature of applicant

NOTICE TO APPLICANT

This application shall be referred to the Nampa Planning Commission for consideration at a public hearing. The Planning Commission will then make its recommendation to the City Council.

If the amendment is recommended for approval a second hearing shall be held before the City Council. If the amendment is recommended for denial you may appeal the decision to the City Council within 15 days from the date of such action by the Planning Commission. At least 15 days prior to each hearing, notice of time and place and a summary of the amendment(s) to be discussed shall be published in the Idaho Press-Tribune. In the case of map amendments notice shall also be posted on the premises not less than 1 week prior to the hearings and notices will be mailed to property owners or purchasers of record within 300 feet of the subject property. You will be given notice of the public hearings and should be present to answer any questions.

Any person may apply for a plan amendment at any time to correct errors in the original plan or to recognize substantial changes in the actual conditions of an area.

For Office Use Only:
File Number: CMA A 26 - 2016 Project Name: Orchard Apartments



APPLICATION FOR AMENDMENT OF ZONING ORDINANCE OR MAP

City of Nampa, Idaho

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2/2/16 PE
ROBERT

This application must be filled out in detail and submitted to the office of the Planning Director for the City of Nampa, Idaho, accompanied by a nonrefundable fee of \$406.00 (for 1 acre or less), and \$811.00 (for more than 1 acre) for a map amendment; or \$213.00 for a text amendment.

Name of Applicant/Representative: DEAN ANDERSON / DAREN ANDERSON Phone: 353 3043 9821818
Address: 915 N Cole Road City: Boise State: Id Zip Code: 83704
Applicant's interest in property: (circle one) Own Rent Other
Owner Name: DEAN ANDERSON Phone: 3533043
Address: SAME AS ABOVE City: State: Zip Code:

Address of subject property: 347 W ORCHARD NAMPA ID.

Is a copy of one of the following attached? (circle one) Warranty Deed Proof Of Option Earnest Money Agreement.

Subject Property Information

(Please provide one form of the following REQUIRED DOCUMENTATION to complete the amendment):

Original Legal description of property AND a legible WORD formatted document. (Must have for final recording) Old or illegible title documents will need to be retyped in a WORD formatted document

Subdivision Legal Attached Lot Block Book Page

Project Description

State the zoning desired for the subject property: Multi-family - RMH desired
Northernly 150' is RML Southernly balance R56 to R2M2

State (or attach a letter stating) the zoning amendment desired, text or map, and the reason for the change, together with any other information considered pertinent to the determination of the matter. In the case of a text amendment please attach the full text of the proposed amendment.

RMH desired,

Dated this 9 day of June, 2016

[Signature of applicant]
Signature of applicant

NOTICE TO APPLICANT

This application will be referred to the Nampa Planning Commission for its consideration. The Planning Commission shall hold a public hearing on the application and will then make its recommendation to the City Council. The City Council will then hold a second public hearing. Notice of the public hearings must be published in the Idaho Press-Tribune 15 days prior to said hearings. In the case of map amendments notice shall also be posted on the premises not less than 1 week prior to the hearings and notices will be mailed to property owners or purchasers of record within 300 feet of the subject property. You will be given notice of the public hearings and should be present to answer any questions.

For Office Use Only:
File Number: REZ 15 - 2016
Project Name: Orchard Apartments

- Property
- Address Points
- County Parcels
- City Staff
- Boundaries
- Floodplain
- Planning
- Schools
- Subdivisions
- Township Range Section
- Valley Regional Transit
- Basemap - aerial
- 15K to 0
- 25K to 15K
- 50K to 25K
- Waterways
- Imagery





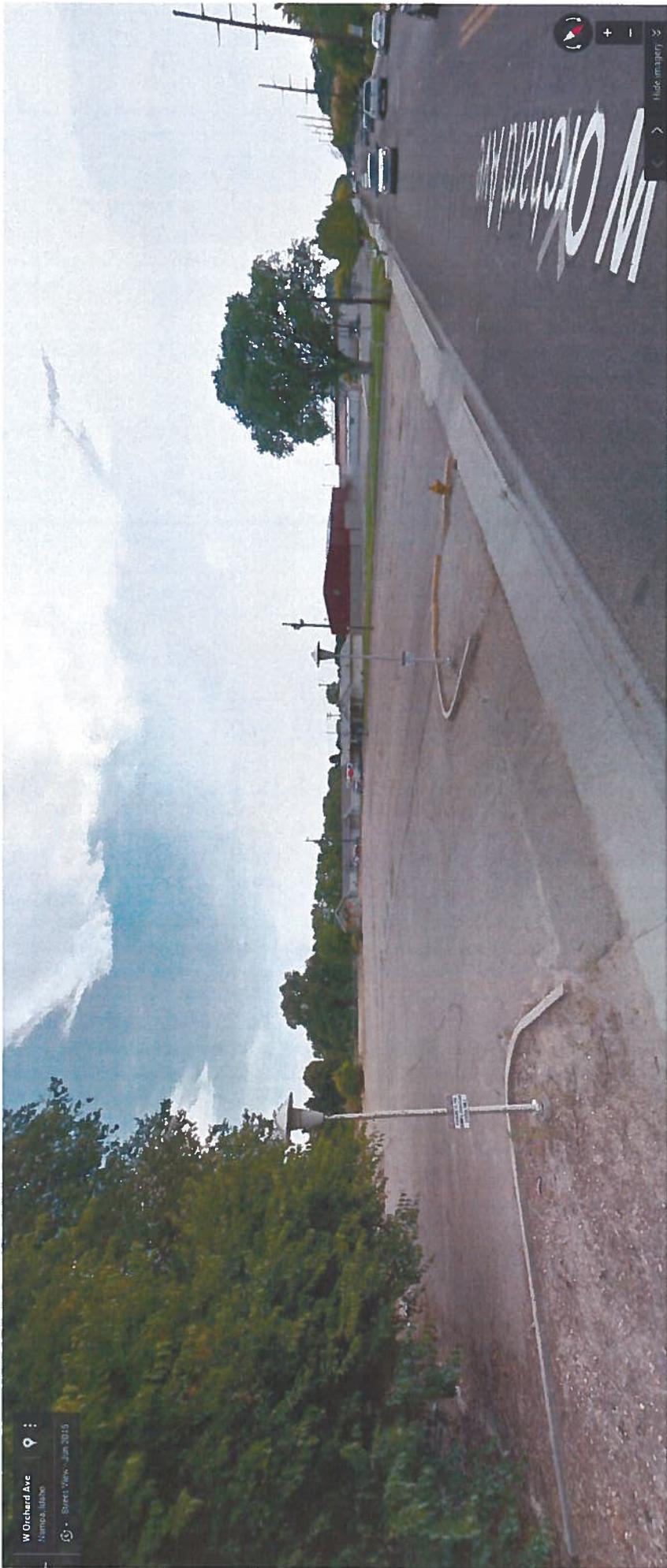
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Memorandum

To: Planning and Zoning
Cc: Tom Points, P. E., City Engineer
Cc: Daniel Badger, P. E., Staff Engineer
Cc: Michael Fuss, P. E., MBA, Nampa City Public Works Director
From: Jim Brooks – Engineering Division
Date: June 18, 2016
Re: Rezone request
Applicant: Dean & Daren Anderson
Applicant Address: 915 Nor. Cole Rd., Boise, ID. 83704
Parcel Addresses: 347 W. Orchard Avenue

CMA 026-16 for July 12, 2016 Planning & Zoning Meeting

The Engineering Division does not oppose the granting of this comprehensive plan map amendment request.

Memorandum

To: Planning and Zoning
Cc: Tom Points, P. E., City Engineer
Cc: Daniel Badger, P. E., Staff Engineer
Cc: Michael Fuss, P. E., MBA, Nampa City Public Works Director
From: Jim Brooks – Engineering Division
Date: June 18, 2016
Re: Rezone request
Applicant: Dean & Daren Anderson
Applicant Address: 915 Nor. Cole Rd., Boise, ID. 83704
Parcel Addresses: 347 W. Orchard Avenue

ZMA015-16 for July 12, 2016 Planning & Zoning Meeting

The Engineering Division does not oppose the granting of this rezone request.

Norm Holm

From: Eddy Thiel <eddy@nampahighway1.com>
Sent: Tuesday, June 28, 2016 8:59 AM
To: Norm Holm
Subject: CMA 00026-16, ZMA 00015-2016

Good Morning Norman,

The Nampa Highway District #1 has no objection to the Comprehensive Plan Future Land Use Map Amendment from General Commercial to High Density Residential and Rezone from RML and RS 6 to RMH at 347 W Orchard Ave for Dean and Daren Anderson as it is not within the Highway District's Jurisdiction.

If you have any questions or comments feel free to contact us.

Thank you,

Eddy

Eddy Thiel
ROW
eddy@nampahighway1.com
4507 Highway 45. • Nampa, id 83686
TEL 208.467.6576 • FAX 208.467.9916

This message may contain confidential and/or privileged information. If you are not the addressee or authorized to receive this for the addressee, you must not use, copy, disclose, or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by reply e-mail and delete this message. Thank you for your cooperation

Shellie Lopez

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From: Neil Jones
Sent: Wednesday, June 22, 2016 9:09 AM
To: Shellie Lopez
Subject: RE: 347 W Orchard Ave/ Dean & Daren Anderson - ZMA 015-16 & CMA 026 16

Building Department has no conditions.

Neil Jones
Plans Examiner Supervisor
P: 208.468.5492 F: 208.468.4494
[Department of Building Safety, Like us on Facebook](#)

From: Shellie Lopez
Sent: Thursday, June 09, 2016 12:58 PM
To: Amanda Morse <morsea@cityofnampa.us>; Beth Ineck <ineckb@cityofnampa.us>; Brent Hoskins <hoskinsb@cityofnampa.us>; Carl Miller <CMiller@compassidaho.org>; Craig Tarter <tarterc@cityofnampa.us>; Daniel Badger <BadgerD@cityofnampa.us>; Don Barr <barrd@cityofnampa.us>; Eric Skoglund <skoglundl@cityofnampa.us>; Jennifer Yost <yostj@cityofnampa.us>; Jim Brooks <brooks@cityofnampa.us>; Michael Fuss <fussm@cityofnampa.us>; Neil Jones <jonesn@cityofnampa.us>; Patrick Sullivan <sullivanw@cityofnampa.us>; Ray Rice <ricer@cityofnampa.us>; Robin Collins <collinsrr@cityofnampa.us>; Soyla Reyna <reynas@cityofnampa.us>; Sylvia Mackrill <mackrill@cityofnampa.us>; Tina Fuller <tfuller@compassidaho.org>; Tom Laws <tlaws@compassidaho.org>; Vickie Holbrook <holbrookv@cityofnampa.us>
Subject: 347 W Orchard Ave/ Dean & Daren Anderson - ZMA 015-16 & CMA 026 16

Good Afternoon!

ZMA 015-16 & CMA 026 16:

Dean & Daren Anderson have requested a Comprehensive Plan Future Land Use Map Amendment from General Commercial to High Density Residential and Rezone (of southerly portion property not zoned RML) from RS 6 (Single Family Residential - 6,000 sq. ft.) to RML (Limited Multiple-Family Residential) at 347 W. Orchard Ave. (A 1.655 acre portion of Section 2, T3N, R2W, NE 1/4, BM, Westview Subdivision Lot 4 North of the Canal, less Tax 1 and 10 in NW 1/4, NE 1/4).

The applicants are requesting these changes to allow for them to build apartments. The Comp Plan Amendment & Rezone applications will go before the Planning and Zoning Commission as a public hearing item on the July 12, 2016 agenda.

Please find attached **ZMA 015-16 & CMA 026 16** files for your review and send all comments to my attention or to Sylvia Mackrill (mackrill@cityofnampa.us) no later than June 29th.

Thank you & have a great day!

Shellie Lopez

From: Vincent Aquino
Sent: Monday, June 13, 2016 12:01 PM
To: Shellie Lopez
Subject: 347 W Orchard Ave. P&Z Inspection

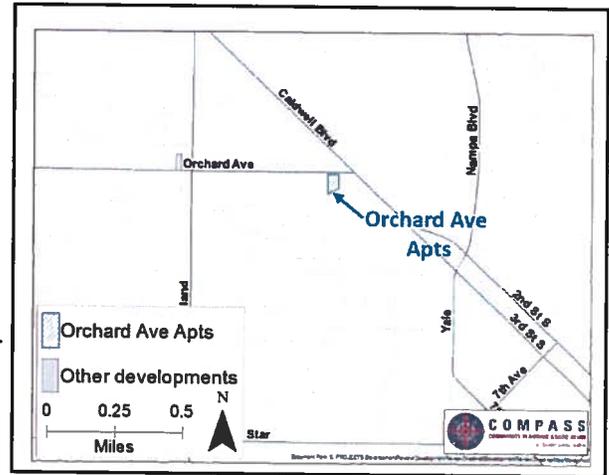
Work is currently being done on the property to bring it into compliance. No active case or current violations at this time.

Notice: All communication transmitted within the City of Nampa Email system may be a public record and may be subject to disclosure under the Idaho Public Records Act (Idaho Code 74-101 et seq.) and as such may be copied and reproduced by members of the public. In addition, archives of all City emails are generally kept for a period of two years and are also subject to monitoring and review.

Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on **July 21, 2014**.

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#); and more information about the CIM 2040 goals can be found [here](#); and information on the CIM 2040 Vision can be found [here](#).



[Click here to view enlarged map](#)

Name of Development: Orchard Ave Apts - up to 60 residential units on 1.66 acres.

Summary: Located off the south side of Orchard Ave about 350 feet to the west of Caldwell Blvd, the proposed development is near one other current development. This development is anticipated to provide 8 residential units to this area. The City of Nampa Bicycle and Pedestrian Plan identifies Orchard Avenue as "Shared Lane Markings." No Complete Streets Level of Service was conducted as sidewalks exist on this section of Orchard Avenue. The proposal supports 12 CIM 2040 checklist items and does not support 10 CIM 2040 items.

Land Use

In which of the [CIM 2040 Vision Areas](#) is the proposed development? (Goal 2.1)?

- Downtown
- Future Neighborhood
- Small Town
- Employment Center
- Mixed Use
- Transit Oriented Development
- Existing Neighborhood
- Prime Farmland
- Foothills
- Rural

Yes No N/A The proposal is within a CIM 2040 Major Activity Center. (Goal 2.3)

Neighborhood (Transportation Analysis Zone) Demographics

TAZ: 2359

Existing		Existing TAZ + Proposal		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs
186	226	236	226	200	250

Yes No N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. (Goal 2.1)

Area (Adjacent Transportation Analysis Zone) Demographics

TAZs: 2502, 2503, 2504, 2515, 2546, 2548

Existing		Existing TAZs + Net Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs
2,168	2,852	2,226	2,852	2,399	3,351

Yes No N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. (Goal 2.1)



More information on COMPASS and *Communities in Motion 2040* can be found at:

www.compassidaho.org

Email: info@compassidaho.org

Telephone: (208) 475-2239



COMPASS

COMMUNITY PLANNING ASSOCIATION

of Southwest Idaho

Communities in Motion 2040 Development Checklist

Transportation

- Attached N/A An Area of Influence Travel Demand Model Run is attached.
- Yes No N/A There are relevant projects in the current Regional [Transportation Improvement Projects](#) (TIP) within one mile of the development.

Comments:

- Yes No N/A The proposal uses appropriate access management techniques as described in the [COMPASS Access Management Toolkit](#).

Comments: No site plan was provided for this proposal.

- Yes No N/A This proposal supports Valley Regional Transit's [valleyconnect](#) plan. See [Valley Regional Transit Amenities Development Guidelines](#) for additional detail.

Comments: Future primary services are proposed on Caldwell Blvd near the development. See valleyconnect.

The **Complete Streets Level of Service (LOS)** scoring based on the proposed development will be provided on an separate worksheet (**Goals 1.1, 1.2, 1.3, 1.4, 2.4**):

- Attached N/A Complete Streets LOS scorecard is attached.
- Yes No N/A The proposal maintains or improves current automobile LOS.
- Yes No N/A The proposal maintains or improves current bicycle LOS.
- Yes No N/A The proposal maintains or improves current pedestrian LOS.
- Yes No N/A The proposal maintains or improves current transit LOS.
- Yes No N/A The proposal is in an area with a [Walkscore](#) over 50.

Housing

- Yes No N/A The proposal adds [compact housing](#) over seven residential units per acre. (**Goal 2.3**)
- Yes No N/A The proposal is a mixed-use development or in a mixed-use area. (**Goal 3.1**)
- Yes No N/A The proposal is in an area with lower transportation costs than the [regional average](#) of 26% of the median household income. (**Goal 3.1**)
- Yes No N/A The proposal improves the jobs-housing balance by providing housing in employment-rich areas. (**Goal 3.1**)

Community Infrastructure

- Yes No N/A The proposal is infill development. (**Goals 4.1, 4.2**)
- Yes No N/A The proposal is within or adjacent to city limits. (**Goals 4.1, 4.2**)
- Yes No N/A The proposal is within a city area of impact. (**Goals 4.1, 4.2**)

Health

- Yes No N/A The proposal is within 1/4 mile of a transit stop. (**Goal 5.1**)
- Yes No N/A The proposal is within 1/4 mile of a public school. (**Goal 5.1**)
- Yes No N/A The proposal is within 1/4 mile of a grocery store. (**Goal 5.1**)
- Yes No N/A The proposal is within 1 mile of a park and ride location. (**Goal 5.1**)

Economic Development

- Yes No N/A The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (**Goal 3.1**)
- Yes No N/A The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (**Goal 6.1**)

Open Space

- Yes No N/A The proposal is within a 1/4 mile of a public park. (**Goal 7.1**)
- Yes No N/A The proposal provides at least 1 acre of parks for every 35 housing units. (**Goal 7.1**)

Farmland

- Yes No N/A The proposal is outside "Prime Farmland" in the CIM 2040 Vision. (**Goals 4.1, 8.2**)
- Yes No N/A The proposal is outside prime farmland. (**Goal 8.2**)

Communities in Motion 2040 Checklist User Guide

Community Planning Association of Southwest Idaho (COMPASS) is a forum for regional collaboration that helps maintain a healthy and economically vibrant region, offering people choices in how and where they live, work, play, and travel. COMPASS serves as the metropolitan planning organization (MPO) for Ada and Canyon Counties, Idaho. More information about COMPASS can be found [here](#).

CIM 2040 describes the current transportation system, outlines what is needed to accommodate future growth, explores how to fund future transportation needs, discusses how to maintain a safe and secure transportation system, and examines the environmental issues that have the potential to impact, or be impacted by, transportation investments. More information about the CIM 2040 can be found [here](#).

Highlighted text indicates that there is a hyperlink to a document on the internet that further explains the background, topic, or methodology used to develop the information.

Yes and no answers to each of the 8 CIM 2040 elements have been developed to indicate how well a development aligns with the goals and vision of CIM. More information about the eight CIM 2040 goals, objectives, and tasks can be found [here](#).

QR Codes (or Quick Response Codes) can be scanned with a personal electronic device, such as a cell phone or tablet, to open a web page. The QR code on the CIM 2040 land development checklist will take the user to the COMPASS home page (www.compassidaho.org).

Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land development proposals align with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on July 21, 2014.

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#); and more information about the CIM 2040 goals can be found [here](#); and information on the CIM 2040 Vision can be found [here](#).

MAP

Name of Development: _____

Summary: _____

Land Use
In which of the **CIM 2040 Vision Areas** is the proposed development? (Goal 2.1)?

Downtown Employment Center Existing Neighborhood Footfalls
 Future Neighborhood Mixed Use Prime Farmland Rural
 Small Town Transit Oriented Development

Yes No N/A The proposal is within a CIM 2040 Major Activity Center. (Goal 2.1)

Neighborhood (Transportation Analysis Zone) Demographics

Existing		Existing + Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

Yes No N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. (Goal 2.1)

Area (Adjacent Transportation Analysis Zone) Demographics

Existing		Existing + Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

Yes No N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. (Goal 2.1)

More information on COMPASS and *Communities in Motion 2040* can be found at:
www.compassidaho.org
 Email: info@compassidaho.org
 Telephone: (208) 475-2239

 COMPASS
COMMUNITY IN ANIMATED IDEAS

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Location map highlights the location of the proposed development and the nearby 2040 functionally classified roadways. Functional street classification groups roads into classes according to the character of service they are intended to provide. More information on functional classification can be found [here](#).

CIM 2040 Vision Areas highlight the general vision for how the region will grow. Each typology describes different uses and densities as well as approaches to promoting housing, economic development, open space, farmland, health, and community infrastructure. More information about the CIM 2040 Vision is found [here](#).

Major Activity Centers (MACs) are important trip generators and are logical destinations for public transit service. MACs tend to increase productivity and support economic development, reduce land consumption and sprawl, and provide options for those that are carless. More information about Major Activity Centers can be found [here](#).

Traffic Analysis Zones (or TAZs) are designated areas used for travel demand modeling. CIM 2040 was developed using TAZs at the core unit of geography. "Neighborhood demographics" refer to the neighborhood TAZs plus TAZs adjacent to the development area to provide an overview of the impact on the broader area. More information about the regional travel demand model can be found [here](#).

COMPASS staff welcome the opportunity to discuss *Communities in Motion*, the checklist, or specific development proposals with stakeholders. Please feel free to contact us at to schedule an appointment using the phone number/email address to the left. More information on the COMPASS member service can be found [here](#).

Communities in Motion 2040 Checklist User Guide

Area of Influence travel demand model runs summarize the impact of the proposed development on the transportation network. More information on the travel demand model can be found [here](#).

Complete Streets Level of Service (CSLOS) refers to the multimodal (automobile, bicycle, pedestrian, and transit) experience and grades a roadway (A-F) according to those modes. COMPASS conducts CSLOS analysis for developments on arterial roads when a traffic impact study is provided. A separate CSLOS worksheet will be provided as applicable. More information on the Complete Streets can be found [here](#).

A"location affordability portal" has been developed to determine housing and transportation costs. On average, in Ada and Canyon Counties, 26% of household income is spent on transportation. Developing in areas with existing employment and services will enable households to save on transportation costs." Developing in areas with employment and services will enable households to save. More information on the location affordability portal is available [here](#).

Infill development is using land within already developed areas and meets the following criteria:

- At least 1 job/per acre within 1 mile of the development
- Within city limits (or enclave)
- Within 1/4 mile of at least one of the following: public school, public park, transit stop, or retail center.

More information on infill can be found [here](#).

Prime Farmland areas were designated in the CIM 2040 Vision as areas to preserve to enable agricultural production. While not all farmland will be able to be preserved over the next three decades, areas with prime soils and without urban infrastructure are key candidates for preservation. More information about the CIM 2040

Communities in Motion 2040 Development Checklist

Transportation

Attached N/A No N/A The Area of Influence Travel Demand Model Run is attached.

Yes No N/A These are relevant projects in the current Regional Transportation Improvement Program (TIP) within one mile of the development.

Comments: _____

Yes No N/A The proposal uses appropriate access management techniques as described in the COMPASS Access Management Toolkit.

Comments: _____

Yes No N/A This proposal supports Valley Regional Transit's Bus Stop Location and Transit Amenities Development Guidelines.

Comments: _____

Complete Streets Level of Service (LOS) scoring based on the proposed development will be provided on an separate worksheet (Goals 1.1, 2.1, 3.1, 4.1, 4.2):

Attached N/A Complete Streets LOS scorecard is attached.

Yes No N/A The proposal maintains or improves current automobile LOS.

Yes No N/A The proposal maintains or improves current bicycle LOS.

Yes No N/A The proposal maintains or improves current pedestrian LOS.

Yes No N/A The proposal maintains or improves current transit LOS.

Yes No N/A The proposal is in an area with a Walkscore of 50.

Housing

Yes No N/A The proposal is compact housing over 200 residential units per acre. (Goal 2.1)

Yes No N/A The proposal is a mixed-use development or in a mixed-use area. (Goal 2.1)

Yes No N/A The proposal is in an area with lower transportation costs than the regional average (26% of the median household income. (Goal 2.1)

Yes No N/A The proposal improves the jobs-housing balance by providing housing in employment-rich areas. (Goal 2.1)

Community Infrastructure

Yes No N/A The proposal is infill development. (Goals 4.1, 4.2)

Yes No N/A The proposal is within or adjacent to city limits. (Goals 4.1, 4.2)

Yes No N/A The proposal is within a city area of impact. (Goals 4.1, 4.2)

Health

Yes No N/A The proposal is within 1/4 mile of a transit stop. (Goal 3.1)

Yes No N/A The proposal is within 1/4 mile of a public school. (Goal 3.1)

Yes No N/A The proposal is within 1/4 mile of a grocery store. (Goal 3.1)

Yes No N/A The proposal is within 1/4 mile of a park and ride location. (Goal 3.1)

Economic Development

Yes No N/A The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (Goal 3.1)

Yes No N/A The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (Goal 3.1)

Open Space

Yes No N/A The proposal is within a 1/4 mile of a public park. (Goal 2.1)

Yes No N/A The proposal provides at least 1 acre of parks for every 35 housing units. (Goal 2.1)

Farmland

Yes No N/A The proposal is not on "Prime Farmland" in the CIM 2040 Vision. (Goals 4.1, 4.2)

Yes No N/A The proposal is outside prime farmland. (Goal 4.2)

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The Regional Transportation Improvement Program (TIP) is a short-range (3-5 year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law. Relevant projects include those that improve capacity or function of road; studies are not included. More information on the TIP can be found [here](#).

Valley Regional Transit's Bus Stop Location and Transit Amenities Development Guidelines help in designing and placing transit facilities/amenities. These guidelines are to be considered in within the context of the overall location and project. More information about the guidelines can be found [here](#).

Walkscore is a walkability index that assigns a numerical walkability on a scale from 0 - 100 based on walking routes to destinations such as grocery stores, schools, parks, restaurants, and retail. Scores of 50 or higher are considered at least "Somewhat Walkable" while scores less than 50 are "Car-Dependent." More information on the Walkscore can be found [here](#).

Compact housing, in certain locations, can be an effective way to reduce housing burdens; promote walking, biking, and transit use; reduce infrastructure costs; and preserve valuable prime farmland. Examples of successful compact housing projects in the region can be found [here](#).

While individuals differ, most studies indicate that people are willing to walk up to 1/4 mile for transit, parks, schools, and grocery stores. After that walk distance, most travel is made by motorized vehicles. A map highlighting walkability to key landmarks is found [here](#).

Prime farmland is defined as having irrigable soils and water rights. More information on the farmland preservation can be found [here](#).

