
*2040 Caldwell
Comprehensive Plan
Final Draft*





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[Insert Resolution]



Introduction

On February 15, 1977, the Caldwell City Council adopted the city's first comprehensive plan. Since that time, the plan has been revised at least nine times. The most recent Comprehensive Plan prior to this plan was adopted in 2010.



Caldwell Train Depot, built in 1906.

In 1991, the City commissioned a Regional Urban Design Assistance Team (R/UDAT) study. The study consisted of a team of engineers, architects, and planners who volunteered their time to visit Caldwell, learned about our city, and recommended enhancements that could be made to improve the livability of our community. The team held several intensive workshops with community leaders and citizens. The R/UDAT team issued a report to the City Council that included its opinion of the City's comprehensive plan:

"Caldwell's current comprehensive plan is not a plan that reflects a shared vision. It appears to be a "canned" response to a state requirement to produce a plan. Consequently, it has been ignored; and worse has yet given planning a bad rap. If the citizens of Caldwell are truly serious about addressing the challenges that the future presents, then the comprehensive planning process can be used as a means to lay the groundwork for deciding what the city wants to look like and how its going to get there."



Olympic gold medalist Kristin Armstrong and Mayor Garret Nancolas lead over 200 cyclists through the City in 2011.

In 2010, the City adopted the 2030 Comprehensive Plan. Several stakeholders also contributed to the success of the Plan by participating in interviews with planning staff or meetings with the steering committee. A similar process was used with this Plan to ensure that it does not reflect one of the "canned" plans that were used in the past.

The intent of the Caldwell Comprehensive Plan is to provide a foundation and framework, which will promote sound land development, a safe, healthy and appealing living environment, and prosperous economic climate. This Plan will establish the community values related to land use development and serve as a decision-making guide for public and city officials. The goals adopted within this Plan reflect the aspirations of Caldwell residents as well as recognition of the complex relationship of the natural and human characteristics affecting the City.

The 2040 Caldwell Comprehensive Plan sets forth the policy framework of the City of Caldwell for its future growth. It should be the intent of the Planning and Zoning Department, Planning and Zoning Commission, Hearing Examiner, and City Council to use the Plan as a guide in carrying out responsibilities under state law and city ordinance. With the support of Caldwell citizens and the cooperation of other agencies, the 2040 Plan will be made a part of the working tools necessary for orderly growth and development. The Plan is also intended to provide private individuals and businesses with a more reliable way of predicting the future of various areas of the City.



*Mayor Nancolas and the
Caldwell City Council, 2016*

Citizens of Caldwell have always enjoyed many amenities. It is now proper for the community to consider what the City will be like for future generations. The 2040 Plan can be an important means for retaining the good things of life, which the City now affords, and for integrating new improvements and City expansion into the fabric of the community.

The City faces enormous challenges in accommodating the projected growth and the increasing diversity of its population. The City is proactive in anticipating and planning for the future so that the community retains as much of its traditional benefits and advantages as possible. At the same time, it seeks to avoid potential dangers: overcrowding, congestion, hazards to health and peace of mind, loss of a sense of community identity and neighborliness, blight, and the general deterioration of living quality which can accompany growth.



*City of Caldwell Appointed
Officials, 2018*

Because of the risks, uncertainties and difficulties ahead, an effective way must be established to deal with Caldwell's future. We cannot optimistically assume that if left alone, the natural process of growth will somehow automatically result in benefits and advantages for all. The city officials believe that the only realistic and responsible course lies in a deliberate and consistent planning process.

Caldwell's future growth and transformation provides an opportunity. It is possible now to act so as to assure that the end result is a "quality" environment for living. If this is done, Caldwell will be a better, more attractive, convenient and satisfying place to live than it would have been otherwise.

Large geographic areas covered by the 2040 Plan will in time be fully developed. Good residential living conditions will have been created if, in the meantime, planning has been diligently applied by everyone involved in city development. Residents of later generations will have reason to be thankful for those who have worked to make the 2040 Plan come true.



Historic Background

The City of Caldwell is located along a natural passageway to the Inland and Pacific Northwest. This passageway, created by the Snake River and its tributary rivers of the Boise, Weiser, Payette, and Malheur, was used by indigenous peoples as early as five thousand years ago. Native tribes from the west coast, north Idaho and as far away as Colorado would come to the area for annual trading fairs, or rendezvous. Besides trading their goods, the tribal families traveled to local valleys hunting game, fishing, gathering seeds and berries, and finding rocks appropriate for toolmaking. The canyon and the banks of the Boise River, which Abut the Canyon Hill area of Caldwell, were well-used sites for such activities.

European and some Hawaiian explorers and traders soon followed the paths left by natives to partake of the land's riches, and hopeful emigrants later forged the Oregon Trail and followed the now-hardened paths to seek a better life in the Oregon Territory. The Oregon Trail's final link was completed in 1840. Pioneers of the Trail traveled along the southwest side of the Boise River to Canyon Hill and forded the river close to the present-day steel bridge.



Above: ITD Historical Marker at the Oregon Trail crossing at the Boise River.

In the 1860's, the discovery of gold in Idaho's central and southwest mountains brought a variety of new settlers into the area. Some traveled along the same trails that took them to the Oregon Territory, while others formed new routes from Latin American and Asian countries. Many never made it to the mines but chose to settle along the Boise River and run ferries, stage stations, and freighting businesses. These early entrepreneurs, along with some frustrated goldseekers from the Boise Basin mines, eventually started small ranches and farms in the river valleys.

Below: An advertisement by the Oregon Short Line Railroad.

Caldwell's inception occurred largely as a result of the construction of the Oregon Short Line Railroad. Robert E.



Strahorn came to the Boise River Valley in 1883 to select the route for the railroad. He rejected the grade into Boise City as too steep and chose a site thirty miles to the west. He drove his stake into an alkali flat of sagebrush and greasewood and the City of Caldwell was born. The town was named after one of Strahorn's business partners, Alexander Caldwell of Kansas.

The original townsite was platted in August of 1883 by the Idaho and Oregon Land Improvement Company, which was interested in persuading settlers and businessmen to move to the area. Within four months, Caldwell had 600 residents, 150 buildings, 40 business operations, one school on Chicago Street, a telephone exchange and two weekly newspapers (The Caldwell Tribune and Caldwell News). Two months later there were several churches (Baptist, First Presbyterian, Christian and Methodist) and the College of Idaho was founded in 1891.

Settlement of the Caldwell area began as a result of migration along the Oregon Trail in the mid-19th century and the city center originated as a railroad camp for the construction of the Oregon Short Line Railroad. On January 15, 1890 the Board of Commissioners of Ada County issued a handwritten order incorporating the Town of Caldwell, an area six miles square. Upon proclamation by the Governor in 1892, Canyon County was established from a portion of Ada County and other land to the west. Caldwell was subsequently named the county seat. Caldwell experienced moderate growth as an agricultural trading and educational center through the twentieth century.

Construction of irrigation canals and waterways provided the foundation for an agricultural based economy and, along with Caldwell's banking and financial institutions, were responsible for the early growth of the City. The first irrigation canals were built by the Idaho and Oregon Land Improvement Company and the Boise Valley Canal Company. The first bank, the Stockgrowers and Traders Bank, was organized in 1887 and is, at present, part of the Wells Fargo Bank system. After the turn of the century, numerous substantial business buildings, public structures and private homes were constructed in Caldwell. The Oregon Short Line Railroad became part of the larger Union Pacific Railroad network. Construction of a substantial brick and stone depot started in 1906 and was completed in 1907.



Above: Saratoga Hotel on Main Street, circa 1910

Below: Postcard of the Canyon County Courthouse on Albany Street, circa 1915



Above: Stockgrowers and Traders Bank on Main Street, circa 1890's

Left: View from the depot of downtown Caldwell (7th Avenue), circa 1914





General Considerations



COMMUNITY PROFILE

The Boise River Valley provides a broad and fertile setting for Caldwell. The City is an ideal residential community, which also serves as a trading, political, social, educational, and economic center for the surrounding countryside. In addition, Caldwell is the county seat, and thus the political capital of Canyon County with a rich historical and cultural heritage, and a strong sense of local identity. The City's location in the Boise metropolitan area also provides accessibility to numerous advantages.

LAND AREA



Covering an area of approximately 22 square miles with a 2019 census estimate of approximately **58,660 residents**, Caldwell is located within the Boise River Valley and is part of the greater geographic region commonly known as the Treasure Valley. The community is situated adjacent to I-84 and the Boise River, twenty-five miles from Idaho's capital city of Boise. The topography is nearly level to gently sloping with the city center at an elevation of 2,428 feet above sea level. The urbanized area was originally covered by sagebrush and native grasses reflecting the arid climate. Most of this vegetation has been cleared as land was developed for agriculture or urban uses.

ECONOMIC BASE



Caldwell is surrounded by some of the world's finest agricultural lands. Canyon County ranks as one of the top counties nationally in agricultural production. By the 1920's, most of the arable land in the region was irrigated by an extensive system of canals and drains, creating prime agricultural land around the City. In recent years, the economic base of Caldwell has experienced diversification. New retail and commercial growth has occurred along with a variety of non-agricultural and manufacturing uses.

CLIMATE

The City is within a transition area between steppe and desert, and consequently the climate is semi-arid to arid. Summers are warm and dry, and winters are relatively mild. Temperatures range from an average 93 degrees high/58 degrees low in summer to 37 degrees high/21 degrees low in winter. Average annual precipitation is approximately 10.9 inches of rainfall and 13.5 inches of snowfall.

Exhibit #1 below shows the average temperature, precipitation and snowfall depth for the Caldwell region.

EXHIBIT #1	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	An-nual
Average Max. Temperature (F)	37.1	45.4	56.3	65.9	74.4	82.6	92.4	90.3	79.7	66.6	50.1	39.2	65.0
Average Min. Temperature (F)	20.5	25.7	30.7	36.6	43.7	50.4	55.9	53.0	44.2	35.7	28.0	22.5	37.2
Average Total Precipitation (in.)	1.36	1.06	1.09	0.97	1.00	0.79	0.27	0.28	0.52	0.77	1.21	1.27	10.6
Average Total SnowFall (in.)	6.8	2.9	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.1	1.5	4.3	16.5
Average Snow Depth (in.)	1	0	0	0	0	0	0	0	0	0	0	0	0

Source: Western Regional Climate Center, 2007



Planning Tools

AREA OF CITY IMPACT

The Local Land Use Planning Act establishes the content and procedures for the designation of Area of City Impact. (I.C. §67-6526) The Area of City Impact is the unincorporated areas of Canyon County that the City reasonably expects to annex in the future. Under the provisions of the law, the Planning and Zoning Commission should hold a public hearing to involve and receive recommendations from citizens. Review of the public hearing input should take place on the recommended Area of City Impact and this should be negotiated into a specific area upon which the City Council can hold its public hearing. A recommendation is then given to the County Commission for consideration. After the Canyon County Commissioners have also held a public hearing on this matter, an area of City impact ordinance should be adopted.

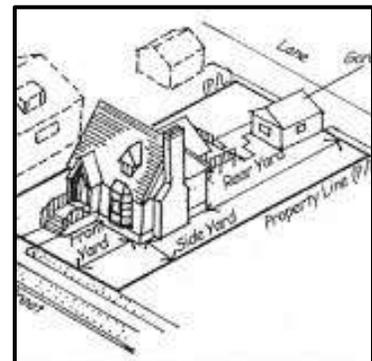


ZONING ORDINANCE

Under the provision of the Local Land Use Planning Act (I.C. §67-6511), zoning ordinances must be “in accordance” with the Comprehensive Plan. Planning staff updated the zoning ordinance in 2007 and 2008 and subsequently on an annual basis. For any future changes to the zoning ordinance, a public hearing before the City’s Planning and Zoning Commission and City Council would be held prior to final adoption.

SUBDIVISION ORDINANCE

The Subdivision Ordinance was rewritten in 2008 and adopted in 2009. Any future changes to the Subdivision Ordinance would also require a public hearing in front of the Planning & Zoning Commission and City Council prior to adoption.



IMPACT FEES

Impact fees are assessed to every dwelling constructed in Caldwell for fire and police services and new parks. These funds represent the cost necessary to maintain the same level of service established and paid for by present citizens when new development occurs. Under state code (Title 67, Chapter 8206-821), they can only be used for the construction of new buildings and facilities. State code mandates that these funds be put to use within eight years or returned to the developer.



General Assumptions

The Caldwell 2040 Comprehensive Plan is based upon the following assumptions about the location of future growth and development in and adjacent to the City:

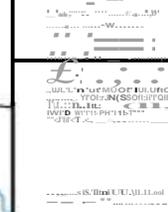
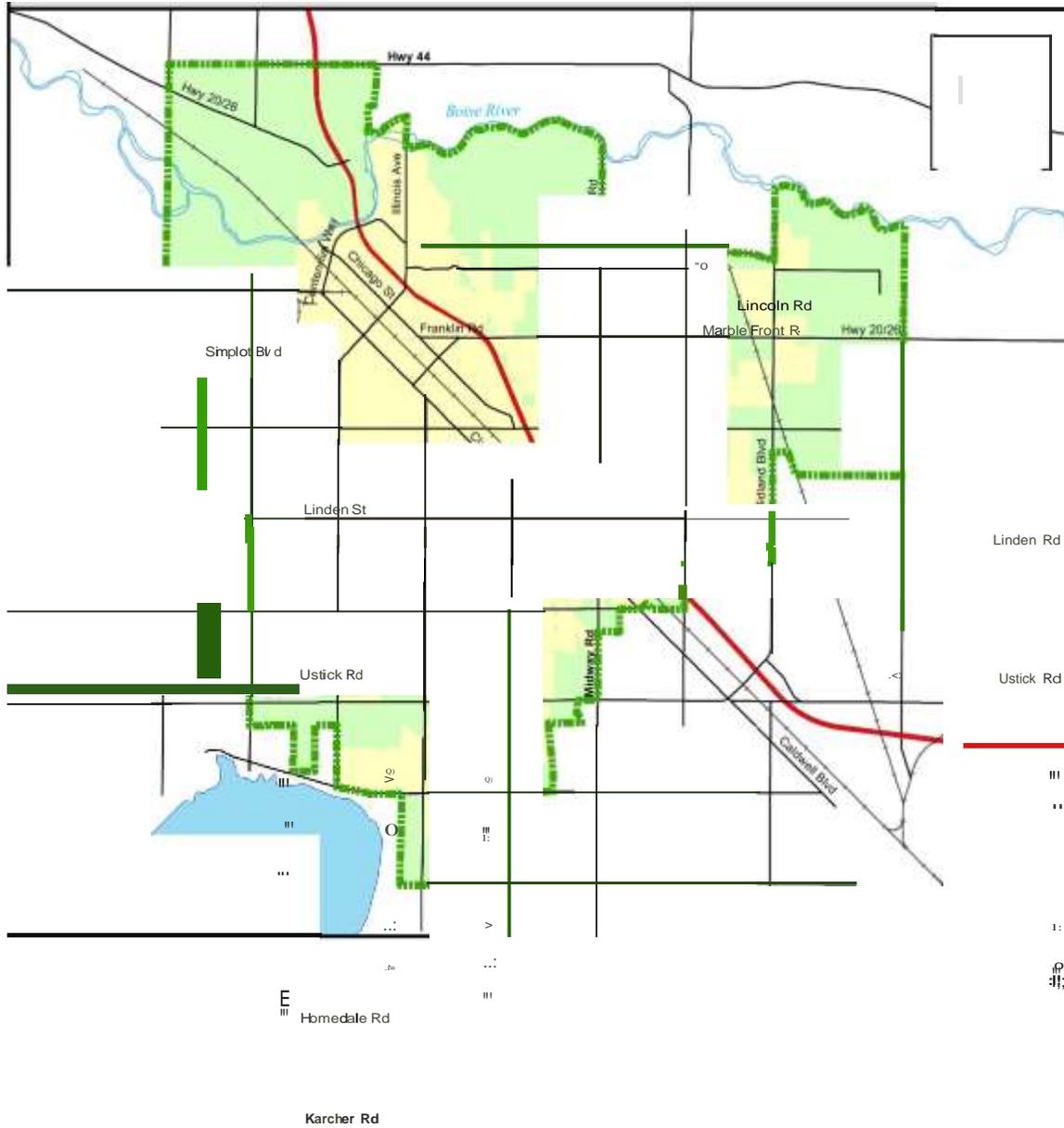
1. A primary area of concern is the “Area of City Impact” for the Plan, which in 2018 extends generally from the Boise River to Madison and Wagner Roads, between Wagner Road and Middleton Road, and the area between the east side of Farmway Road and the west side of Midway Road to Lone Star Road (See Exhibit #2 on the following page).
2. Caldwell recently expanding it's Area of City Impact to Farmway Village to the north and Lone Star Road to the South to accommodate future growth that is expected to connect to our services.
3. New development is expected to be heaviest south and east of the City. Development to the west is expected, but a lack of transportation infrastructure and the lack of accessibility to existing jobs and public facilities will limit development in this area of the city. Development to the north is thwarted by geographic constraints caused by crossing the Boise River, but some development in this region is still expected near the Highway 20/26 interchange.
4. Availability of municipal services and utilities will be an important factor in determining where development occurs.
5. Planning for the Area of City Impact is an expression of the City's intent to promote orderly growth in those areas, and not an indication that the City will actively promote annexation.
6. The City of Caldwell intends to plan for future municipal services, including sewer, water, storm water, public facilities, and transportation, within the Area of City Impact in an orderly and economically efficient fashion. The expansion of services will be based on master plans that promote efficient and cost effective provision of services. The City is committed to planning for the full range of urban services in cooperation and coordination with Canyon County and other public agencies. Generally, development proposals that leapfrog out beyond the range of the City's planned services and are not consistent with the master plans will not be supported by the City.



CALDWELL AREA OF IMPACT

City of
Caldwell

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Legend

- Major Streets
- Interstate
- Railroad
- Boise River
- Caldwell
- Impact Area
- Lake



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Lake Lowell

Lone Star Rd

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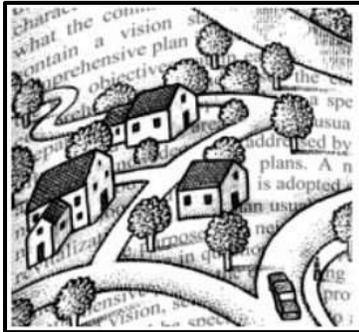
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EXHIBIT#2



Use of the Plan

The key to effective planning is anticipating the needs of the community through policy and direction that is implemented over time. Planning is an on-going process, and to be effective, plans need to be reviewed and updated as conditions change. The City intends that this Plan will be utilized and made a part of the working tools necessary for the continued orderly growth and development of the community, as follows:



1. The 2040 Plan is an integral part of an on-going process of decision-making. The Plan will be consulted and used as a guide in resolving issues affecting the long-term growth of the City related to zoning, subdivisions, capital improvements, and budgeting.
2. In the general public interest, the City anticipates ongoing amendments to the 2040 Plan. The ability to plan effectively depends ultimately on broad public acceptance and support.
3. The 2040 Plan will be responsive to changing circumstances, needs, public desires and new information. By improving and amending the Plan whenever warranted, it will continue to be more useful, relevant and effective.
4. The 2040 Plan may be amended in any of the following ways:
 - Rewording of goals and policy statements to accurately express the wishes of the citizens of Caldwell.
 - Adding new policy statements and recommendations to include situations not covered in the Plan.
 - Altering the adopted maps, which are parts of the Plan, to show new locations, arrangements or patterns of land use, public facilities or physical improvements.
 - Adding to the Plan new background material, which provides a complete description of existing circumstances, future conditions and needs.
 - Changing the classifications, standards, or criteria, which determine the way in which the components are addressed in the Plan.
 - Incorporation of the results of studies, reports, data, & information.



- Incorporation of new material, which broadens the scope of the Plan into such areas as health, safety, and other matters of public welfare.
 - Adoption of a detailed report or study as an Appendix to this Plan (see page 149).
5. Changes made to the 2040 Plan may become necessary because of the following situations:
- Economic factors such as the establishment of new major industry in the area.
 - New or unanticipated developments in the transportation system.
 - Special studies or plans, which necessitate the creation or a refinement of a major Plan component, such as the City Center.
 - Unsatisfactory results in current development patterns.
 - Proposed projects by other governmental agencies or private institutions.
 - Suggestions for change by interested individuals or groups.
 - Changes in leadership in city government.
6. Changes in the 2040 Plan will meet the following criteria:
- Conformance to the basic purpose and spirit of the Plan.
 - Contribution to the common welfare and not simply a furtherance of private individual or group interests.
 - Based upon adequate study of the full implications of the change and after compliance with the public notice and hearing requirements of State Planning Law.

If the nature of development taking place is unsatisfactory, review the comprehensive plan to ensure that appropriate guidance is provided for how development should be designed.



Characteristics of the Plan

The Idaho Local Land Use Planning Act (Section 67-6508) requires all comprehensive plans in the State of Idaho to address the following 17 components:



1. Property Rights
2. Population
3. School Facilities & Transportation
4. Economic Development
5. Land Use
6. Natural Resources
7. Hazardous Areas
8. Public Services, Utilities & Facilities
9. Transportation
10. Recreation
11. Special Areas or Sites
12. Housing
13. Community Design
14. Implementation
15. National Interest Electric Transmission Corridors
16. Agriculture
17. Public Airport Facilities



Components may be deleted from the plan if they are not applicable to city. The City of Caldwell has chosen to delete National Interest Electronic Transmission Corridors from the 2040 Plan because no such corridors exist within the city or area of city impact. In addition, as allowed by the Local Land Use Planning Act, the City has elected to include these additional components below:



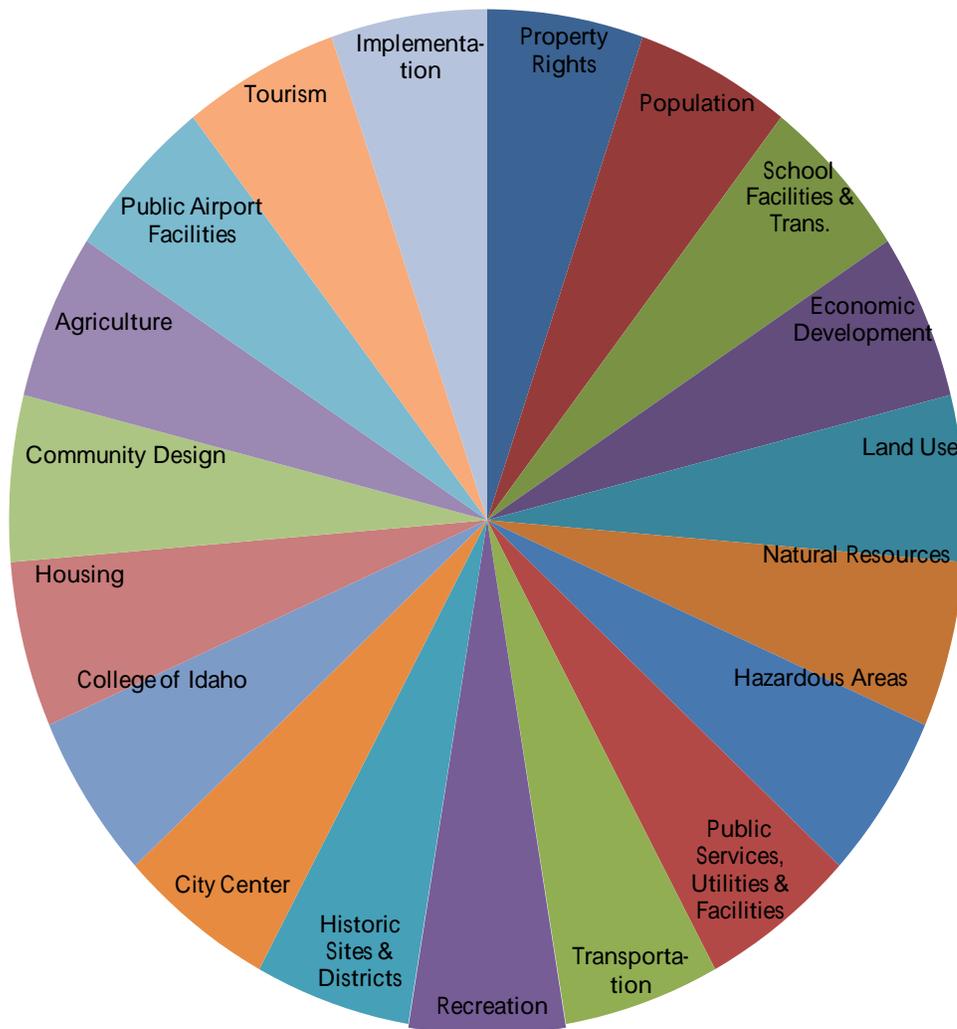
1. Historic Sites and Districts (Special Areas and Sites)
2. City Center (Special Areas and Sites)
3. College of Idaho (Special Areas and Sites)
4. Tourism

This Comprehensive Plan looks much different than the comprehensive plans approved prior to 2010. In the 2040 Plan, the goals and policies are grouped under each individual comprehensive plan component; objectives are called policies; and recommendations are clearly organized under each component. The implementation component provides timelines to implement all of the plan's recommendations.

The Plan's goals, policies, and recommendations are intended to influence decisions related to land use and development as well as the expenditure of public funds. General strategies are presented as possible techniques to implement the 2040 Plan. Plan implementation will also result with consistent application of the 2040 Plan when making planning and land use decisions on a variety of development entitlements such as annexations, zone changes, subdivisions and special uses.



Exhibit #3: Caldwell 2040 Comprehensive Plan Components





Goals, Policies and Recommendations

Each component of the Comprehensive Plan contains goals, policies, and recommendations. Exhibit #4 below defines, for the purpose of this Plan, a goal, policy, and a recommendation:



Any time an annexation, rezone, preliminary plat, planned unit development, variance, special use, or any other land use application is considered, planning staff should conduct a Comprehensive Plan analysis to determine if the proposed development is consistent with the adopted goals and policies of the Comprehensive Plan.

Exhibit #4 – GOALS, POLICIES, AND RECOMMENDATIONS

Exhibit #4 – GOALS, POLICIES, AND RECOMMENDATIONS	
Goal	Describes the desired outcome towards which planning efforts should be directed. A goal sets an ideal future condition that policies and recommendations implement.
Policy	A specific and achievable direction that should be taken to fulfill a long-term goal.
Recommendation	Indicates a specific action or project that should be taken to achieve the goals and policies of the Plan.



Chapter 1: Property Rights

OVERVIEW

This section is an analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions, and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in Chapter 80, Title 67, Idaho Code.

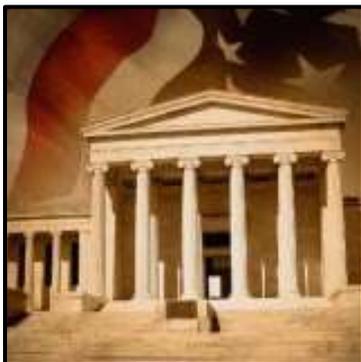


Idaho State Capitol, Boise, ID

State and federal law provide protection to private property from the taking of the property for public use without compensation. The State of Idaho Regulatory Taking Act and the Local Land Use Planning Act require addressing the issue of private property rights in the Comprehensive Plan and in exercising authority over private property through development regulations.

The City of Caldwell wholly respects the rights of its citizens and their property, and is abjectly against the negligence, abuse or devaluing of private property by others. By encouraging property maintenance, preventing and mitigating incompatible land use, and ensuring local, state, and federal code compliance, residents should feel their private property rights are respected and secure. The City will continue to review its policy for compliance with the State regulatory takings guidelines, and ensure that its staff is appropriately trained in applicable code related to property rights.

EXISTING LAWS



Both the United States and State of Idaho Constitutions establish that property shall not be taken without just compensation as prescribed by law. The Local Land Use Planning Act (Idaho Code §67-6508) requires that the Comprehensive Plan include an analysis of provisions which may be necessary to insure that land use actions do not violate the constitutional protections. A review process for evaluating whether proposed land use action result in a taking of private property is outlined in the Idaho Regulatory Takings Act (Idaho Code §67-8001-8003). Section 67-8001 states that it is not the purpose of the Act to expand or reduce the scope of private property protections provided by the state and federal constitutions. Section 67-8003 outlines a process whereby a private property owner can request a regulatory taking analysis based on a checklist developed by the Attorney General on the following page.

Attorney General's Regulatory Takings Checklist

1. Does the regulation or action result in a permanent or temporary physical occupation of private property?

Regulation or action resulting in permanent or temporary occupation of all or a portion of private property will generally constitute a "taking." For example, a regulation that required landlords to allow installation of cable television boxes in their apartments was found to constitute a "taking." (See Loretto v. Teleprompter Manhattan CATV Corp., 458 U.S. 419 [1982].

2. Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?

Carefully review regulations requiring the dedication of property of an easement. The dedication of property must be reasonably designed to represent or compensate for adverse impacts of the proposed development. Likewise, the magnitude of the burden placed on the proposed development should be reasonably related to the adverse impacts created by the development. A court will also consider whether the action in question substantially advances a legitimate state interest. For example, the United States Supreme Court determined in Nollan v. California Coastal Comm'n, 483 U.S. 825 (1987) that compelling an owner of waterfront property to grant public easement across his property that does not substantially advance the public's interest in beach access, constitutes a "taking." Likewise, the United States Supreme Court held that compelling a property owner to leave a public green way, as opposed to a private one, did not substantially advance protection of a floodplain, and was a "taking." (Dolan v. City of Tigard, 114 U.S. 2309 [1994].)

3. Does the regulation deprive a property owner of all economically viable uses of the property?

If a regulation prohibits all economically viable or beneficial uses of the land, it will likely constitute a "taking." In this situation, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws of nuisance or other pre-existing limitations on the use of the property (See Lucas v. South Carolina Coastal Coun., 112 S.Ct. 2886 [1992].)

Unlike 1 and 2 above, it is important to analyze the regulation's impact on the property as a whole, and not just the impact on a portion whether there is any profitable use of the property available. The remaining use does not necessarily have to be the owner's planned use, a prior use or the highest and best use of the property. One factor in this assessment is the degree to which the regulatory action interferes with a property owner's reasonable investment backed expectations.

Carefully review regulations requiring a parcel of land be left substantially in its natural state. A prohibition of all economically viable users of the property is vulnerable to a takings challenge. In some situations there may be pre-existing limitations on the use of property that could insulate the City from takings liability.

4. Does the regulation have a significant impact on the landowner's economic interest?

Carefully review regulations that have a significant impact on the owner's economic interest. Courts will often compare the value of property before and after the impact of the challenged regulation. Although a reduction in property value alone may not be a "taking," a severe reduction in the property value often indicates a reduction or elimination of reasonably profitable uses. Another economic factor courts will consider is the degree to which the challenged regulation impacts any developmental rights of the owner. As with 3, above, these economic factors are normally applied to the property owner as a whole.

5. Does the regulation deny a fundamental attribute of ownership?

Regulations that deny the landowner a fundamental attribute of ownership--including the right to possess, exclude other and dispose of all or a portion of the property--are potential takings.

The United States Supreme Court held that requiring a public easement for recreational purposes where the harm to be prevented was to the flood plain was a "taking." In finding this to be a "taking," the Court stated: The City never demonstrated why a public green way, as opposed to a private one, was required in the interest of flood control. The difference to the petitioner, of course, is the loss of her ability to exclude others.

Dolan v. City of Tigard, 114 U.S. 2309 (1994). The United States Supreme Court has also held that barring inheritance (an essential attribute of ownership) of certain interest in land held by individual members of an Indian tribe constituted a "taking." Hodel v. Irving, 481 U.S. 704 (1987).

6. Does the regulation serve the same purpose that would be served by directly prohibiting the use or action; and does the condition imposed substantially advance that purpose?

A regulation may go too far and result in a takings claim where it does not substantially advance a legitimate governmental purpose. (Nollan v. California Coastal Commission, 107 S. CT. 3141 [1987]; Dolan v. City of Tigard, 114 U.S. 2309 [1994].)

In Nollan, the United States Supreme Court held that it was an unconstitutional "taking" to condition the issuance of a permit to land owners on the grant of an easement to the public to use their beach. The court found that since there was not an indication that the Nollan's house plans interfered in any way with the public's ability to walk up and down the beach, there was no "nexus" between any public interest that might be harmed by the construction of the house, and the permit condition. Lacking this connection, the required easement was just as unconstitutional as it would be if imposed outside the permit context.

PROTECTION OF PRIVATE PROPERTY RIGHTS

The enactment of zoning, subdivision and other land use regulations inherently impose limitations on the use of property, while also bestowing benefits, primarily the protection of health, safety and welfare. In almost every land use decision, the City faces the task of balancing the rights of private property with the needs, desires and protection of the community as a whole. Challenges that there is a taking of private property usually arise under three circumstances: (1) a physical invasion of private property for public use; (2) the adoption of regulations affecting reasonable use of private property; and (3) perceived unreasonable conditions imposed on private property through a land use decision.

A goal of the City should be to ensure that land use policies, regulations, conditions and fees do not violate private property rights. This goal can be accomplished by following several actions. When adopting new legislation, the City should clearly and specifically identify the public purpose to be accomplished. When imposing site specific conditions, the City should make specific findings on the impacts, and the relationship between the impact and the conditions. In the review of regulatory actions and as requested by a property owner, the City should follow the guidelines of the attorney general in evaluating the potential for a taking of private property by answering the following questions:

GOALS AND POLICIES – Property Rights

- Goal 1: Ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of the property.
- Policy 1-1: Establish a sound basis for land use and environmental regulations through comprehensive planning and adopted policies and ordinances.
- Policy 1-2: Identify potential takings of private property prior to a regulatory or administrative action on specific property.
- Policy 1-3: Consider on a case-by-case basis economic hardship relief that would allow legitimate, economically beneficial uses of property in situations where regulations would have an extreme result.
- Policy 1-4: Assure that development pays its fair share by establishing a rational, basis for calculating the type of any exaction, or the amount of any impact fee.
- Policy 1-5: Ensure conditions placed on a land use case are in compliance with the regulatory takings checklist.

RECOMMENDATIONS – Property Rights

- Planning and zoning actions may be subject to a regulatory takings analysis provided in section 67-8003 of the Idaho Code. Staff will follow the Attorney General's Checklist Criteria outlined in the Idaho Regulatory Taking Act Guidelines prior to initiating any proposed regulatory or administrative action on specific property and to request legal counsel's review if any one of the criteria is answered in the affirmative.

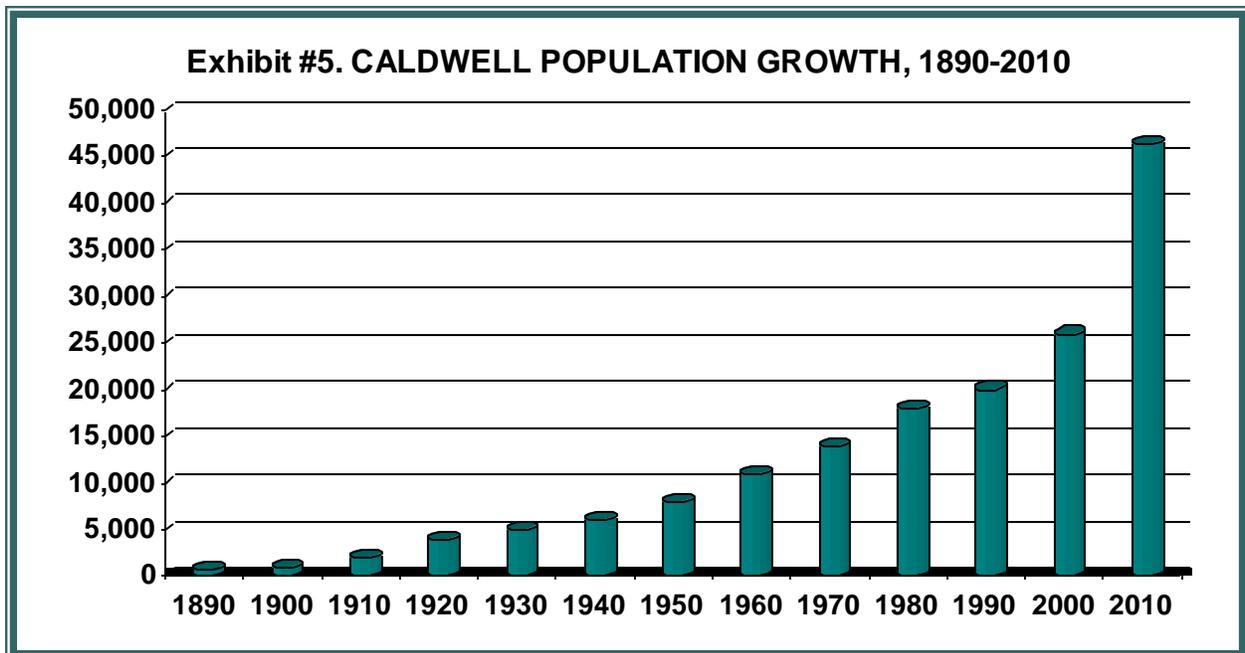


Chapter 2: Population



POPULATION GROWTH HISTORY

Since the incorporation of Caldwell on January 15, 1890, the population has changed at an ever increasing rate. Caldwell has continued to grow as an agricultural, trading and educational center and the City's geographic position places it in an advantageous position to accommodate additional future growth. Exhibit #5 depicts the 10-year census totals accumulated in Caldwell since 1890.



Source: U.S. Census Bureau, 2010

RECENT POPULATION GROWTH



Between the 2000 and 2010 censuses, the City of Caldwell's population grew by 78%. According to the 2010 United States Census, the City population was 46,237 with about 77% of the population Caucasian. These estimates are based on birth and death rates for the city, net in-migration and out-migration, and the number of residential building permits issued by the city since the 2010 census.

Caldwell's rate of growth declined drastically and platting activity came to a stand-still during the great recession, but new residential construction is making a come-back. In 2014, five final plats were approved and new home starts reached their highest level in six years. Exhibit #6 below highlights Caldwell's population growth since the 2010 census.

Exhibit #6 Caldwell Population Growth, 2010-2015						
	2010	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Population	46,237	<u>47,007</u>	<u>47,705</u>	<u>48,960</u>	<u>50,371</u>	<u>51,691</u>

Source: Caldwell Planning & Zoning Department, 2015

POPULATION PROJECTIONS

Intermountain Demographics was hired to project population growth (Exhibit #7) based on the 2010-2014 level of building permit activity and population gained through newly annexed areas and in-migration. The forecasts prepared by Intermountain Demographics increase the City's population by an average annual rate of 3.5 percent. This rate is the same as experienced from 1990 to 2003. Intermountain Demographics forecasted through the year 2040.



Exhibit #7. Caldwell Population Forecast, 2015-2040						
	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>	<u>2040</u>
Population	<u>51,691</u>	<u>57,386</u>	<u>63,318</u>	<u>69,492</u>	<u>75,618</u>	<u>81,884</u>

Source: Dale Rosebrock, Intermountain Demographics, 2015

Population forecasts were produced using the cohort-survival forecasting technique. In that methodology, a known population (2015, for example) is divided into five year age groups from under five years old to 85 and older. Each five year age group is factored by its mortality rate and placed into the next five year age group for a forecast year (2020). That preliminary population is adjusted for births and placed into the next age group for the forecast year (2020). That preliminary forecast is then adjusted for net population migration to the area. Birth and death rates have been based on total Canyon County data. In-migration has been based on historical trends.



AGE RANGE



In 2015 the largest segments of Caldwell's population were in the 5 to 19 and 20 to 34 year old age groups. Together they represent nearly one-half of the city's total population (Exhibit #8). The under 5 and 70 and older age groups had the lowest number of persons with each containing less than 10 percent of the city's total population.

Exhibit #8. 2015-2040 Caldwell Population By Age Range				
Age Group	2015 Population	2040 Population	Numerical Change	Percent Change
Under 5	<u>4,426</u>	<u>5,954</u>	<u>1,528</u>	<u>35%</u>
5 to 19	<u>13,515</u>	<u>16,860</u>	<u>3,345</u>	<u>25%</u>
20-34	<u>11,930</u>	<u>16,210</u>	<u>4,280</u>	<u>36%</u>
35-49	<u>9,335</u>	<u>14,264</u>	<u>4,929</u>	<u>53%</u>
50-69	<u>8,531</u>	<u>15,834</u>	<u>7,303</u>	<u>86%</u>
70 or Older	<u>3,954</u>	<u>12,762</u>	<u>8,808</u>	<u>222%</u>
Total	<u>51,691</u>	<u>81,884</u>	<u>30,193</u>	<u>58%</u>

Source: Dale Rosebrock, Intermountain Demographics, 2015



Caldwell's population will continue to age during the forecast period, following the national trend. This plan forecasts the largest population gains in the 50 to 69 and 70 and older age groups. The number of persons in those age groups has been forecast to increase by more than 16,000, and will represent about 35 percent of the city's total population. The 5 to 19 and 20 to 34 year old age groups is expected to drop to 40 percent of The city's population total.

CONCLUSION

Finally, much like the region's growth, the City of Caldwell is driven by in-migration, particularly from the States of California, Utah, Oregon, and other cities throughout Idaho. Citizens are coming to the Treasure Valley because of an attractive quality of life, jobs, and an affordable cost of living.

How to accommodate the high-end projection of 30,193 additional residents and 10,907 additional housing units by the year 2040 is the greatest challenge for the City of Caldwell. The 2040 Comprehensive Plan charts a course for this new growth and development. The Comprehensive Plan Map identifies the location of the future land uses and the Area of City Impact agreement negotiated with Canyon County identifies the areas to be annexed into the City.



GOALS AND POLICIES – Population

GOAL 1: Maintain a high quality of life and livability in the community.

Policy 1-1: Plan for anticipated population and households that the community can support with adequate services and amenities.

Policy 1-2: Maximize federal and state government funding, grants, and resources with accurate and up-to-date population figures.

Policy 1-3: Evaluate population forecasts and growth trends annually and update the Comprehensive Plan as needed.

RECOMMENDATIONS – Population

- Assist the U.S. Census Bureau with preparations for the 2020 census through providing annexation maps and demographic information.
- Actively promote participation in the 2020 census to the citizens of Caldwell.
- Form a “correct count” committee to work with the Census Bureau on providing a more accurate census count.



Chapter 3: School Facilities and Transportation

PUBLIC SCHOOLS

The City of Caldwell is served by two school districts: Caldwell School District #132 and Vallivue School District #139. In 2015, the Caldwell School District served 6,000 students. The district includes ten schools, all within the Caldwell city limits, including six elementary (grades K-6), two middle schools (grades 6-8), one high school (grades 9-12), and one alternative school (grades 9-12) The District also manages the Southwest Idaho Juvenile Detention School.

Vallivue School District serves students within Caldwell, as well as other communities and unincorporated areas of Canyon County. They have six elementary schools (three within Caldwell), two middle schools, and one high school. Total student enrollment in 2015 is near 7,750 students.

The vast majority of undeveloped land in Caldwell's area of impact lies in the Vallivue School District. It is imperative that Vallivue's leaders work with Caldwell officials to prepare for new growth and facilities in the coming years.



Above: Washington Elementary School, Caldwell School District #132.

Below: Vision Charter School.

CHARTER SCHOOLS

Caldwell is currently served by three charter schools. Thomas Jefferson Charter School is located in Sky Ranch Business Park and enrolls 391 elementary, middle, and higher grade students. Vision Charter School is fairly new and offers education to 686 kindergarten through 12th grade students. They recently built a permanent school site on Ward Lane. The newest charter school is Heritage Community Charter School on Ustick Road near the YMCA. They provide educational services to 500 kindergarten through 8th grade students.



HIGHER EDUCATION

The College of Idaho was founded shortly after Caldwell's incorporation in 1890. It is a private liberal arts school with a student body of 1,140. The neighborhood around the college was the subject of a major rezoning project in 2007 when City Council rezoned 75 acres of land to the "College District" classification, which permits land uses that are commonly found on a college campus.



Above: Blatchley Hall, College of Idaho.



Above: Treasure Valley Community College.

Below: Construction of Van Buren Elementary School, 2009.



Treasure Valley Community College (TVCC) built a new three-story, 38,000 square foot school facility in downtown Caldwell in 2010. TVCC provides undergraduate and professional development programs to 1,000 students.

PUBLIC FACILITIES PLAN

New schools and school expansions will be necessary to meet population increases. The Caldwell City Council adopted a Public Facilities Plan in 2008. The plan identifies new school locations within and beyond Caldwell's Area of Impact. Each school district has forecasted future space needs by reviewing the Comprehensive Plan map to determine where new facilities are needed.

This plan discourages the future placement of any public school or charter school along an arterial highway or local street. Placing a school near a major roadway would jeopardize the safety of students walking to school. Conversely, placing a school on a local or residential street would congest traffic. The best roadway for a new school to front on is a collector street.

SCHOOL TRANSPORTATION PLAN

Current State law requires a school district to do an analysis of pedestrian and bicycle accessibility to a school before it is approved for construction. This requirement has not been enforced in the past, and its enforcement would provide better access and proximity. One way to encourage better coordination with the school districts is for the City to require a School District study at the time of preliminary plat submittal. This would require the developer to coordinate with the school district even before a formal meeting with the City. The City would need to coordinate with the School District to ensure that the District will cooperate with the requirement.



Caldwell Transportation continues to provide school bus transportation for the Caldwell School District and Brown Bus Company continues to provide school bus transportation for the Vallivue School District. Both companies follow standard school bus stop laws:

1. Vehicles may not pass until the flashing red lights and signals are turned off.
2. Drivers traveling in the same direction as the bus are always required to stop.
3. Drivers moving in the opposite direction on a two-lane or two-lane (with center turn lane) are required to stop.
4. Never pass on the right side of the bus, where children enter or exit. This is illegal and can have tragic results.

The location of proposed bus stops is a continued concern of both school districts and their patrons. To receive local input, it is important for that school bus stop locations are reviewed as part of the subdivision review process. As part of any reviewing process, school bus stops should not be hidden by landscaping and should be illuminated. Both school bus companies would prefer not to drive into subdivisions because it wastes time and fuel. It is critical to properly plan school bus stops in new development.

GOALS AND POLICIES – School Facilities and Transportation (Coordination)

GOAL 1: Provide on-going opportunity for school representatives of Caldwell and Vallivue School Districts to participate in the community planning process.

Policy 1-1: Ensure adequate school facilities and services that meet the educational, social and recreational needs of the community.

Policy 1-2: Land-use applicants will be directed to discuss their development plans with the school district.

Policy 1-3: Optimize the public investment by providing the opportunity for the public to have use of educational facilities for recreational activities and/or social gatherings when school is not in session.

Policy 1-4: Support schools as the social and cultural centers of neighborhoods.

GOALS AND POLICIES – School Facilities and Transportation (Access and Connections)

GOAL 2: Strive for better connectivity, safer access, and pedestrian friendly transportation options to schools.

Policy 2-1: Strongly discourage schools from locating along an arterial highway or a local street.

Policy 2-2: Have developers build pedestrian/bicycle paths that interconnect with adjacent or planned school facilities when designing plats for subdivisions.

Policy 2-3: Encourage the placement of new school facilities in areas that can support all modes of transportation and maintain the function of classified streets.

Policy 2-4: Traffic control devices, such as pedestrian crosswalks or traffic signals, shall be installed when a new school is built.

GOALS AND POLICIES – School Facilities and Transportation (Transportation)

Goal 3 : Work with local school bus transportation company to provide safe pickup and drop off sites.

Policy 3-1: Encourage the connection of existing stub streets and pathways to new subdivision development.

Policy 3-2: Require all new schools to do an analysis of pedestrian and bicycle accessibility to the school prior to approval of the construction plans.

Policy 3-3: Provide safe pickup and drop off locations in new residential developments.

Policy 3-4: Have new residential development provide adequate illumination at all school bus pickup and drop off locations.

RECOMMENDATIONS – School Facilities & Transportation

- Revise the Public Facilities Plan whenever a major revision is made to the Comprehensive Plan map.
- Encourage communication between the development community and school districts.
- Provide school district officials with demographic information that will assist in analyzing types of growth and growth patterns.
- Create a task force that analyzes pedestrian infrastructure and recommends where improvements should be made.



Left: Caldwell High School on Indiana Avenue.



Chapter 4: Economic Development

INTRODUCTION

The economic development plan establishes a policy framework to guide strategic public and private investments in the City, and to guide private initiatives to capitalize on the City's economic strengths. The focus of the plan is to increase business investment and job growth opportunities.



Above: Grain Silos in Caldwell.

Below: Caldwell Simplot Office.



ECONOMIC CONDITIONS

Understanding economic patterns is essential in the new Comprehensive Plan. A major goal of the City of Caldwell is to secure and enhance prosperity for all of its citizens. Understanding current patterns is the first step in the planning process.

NUMBER OF EMPLOYERS

Caldwell has experienced a rapid increase in the number of businesses and jobs (see Exhibit #9 below). The number of new employers increased 83% between 2004 and 2014. As the number of new businesses continues to increase in Caldwell, jobs figures also rose. We saw a 38% increase in the number of new jobs during the same time period.



Ribbon Cutting for D.L. Evans Bank in 2014.

Exhibit #9. Caldwell Business Growth, 2004-2014

Year	Total Employers	Total Jobs
2004	892	12,432
2006	1,065	13,753
2008	1,345	17,273
2010	1,357	17,325
<u>2013</u>	<u>1,578</u>	<u>16,630</u>
<u>2014</u>	<u>1,635</u>	<u>17,153</u>

Source: U.S. Census Bureau, 2015

JOB SECTOR

Caldwell is fortunate to have several primary job sectors. Diversity in jobs is important to a community's stability. According to NAICS data, the leading job sector in Caldwell is education services, which makes up 11.1% of the City's total employment. Health care and social assistance, manufacturing, retail trade and public administration round out the top five sectors. The data also suggests Caldwell has a very diverse economic base in that 28 percent of the total jobs in Caldwell are in a sector that does not rank in the top ten overall. Exhibit #10 below ranks the top 10 job sectors in the City.



Above: Darigold Plant on Albany Street.

Below: St. Alphonsus Cancer Center near I-84



<u>Exhibit #10. 2013 NAICS Job Sector Rankings</u>			
Rank	NAICS Job Sector	Employment	Percentage
1.	<u>Educations Services</u>	<u>1,910</u>	<u>11.1%</u>
2.	<u>Health Care and Social Assistance</u>	<u>1,867</u>	<u>10.8%</u>
3.	<u>Manufacturing</u>	<u>1,781</u>	<u>10.4%</u>
4.	<u>Retail Trade</u>	<u>1,675</u>	<u>9.8%</u>
5.	<u>Public Administration</u>	<u>1,623</u>	<u>9.5%</u>
6.	<u>Transportation and Warehousing</u>	<u>917</u>	<u>5.3%</u>
7.	<u>Accommodation and Food Services</u>	<u>762</u>	<u>4.4%</u>
8.	<u>Wholesale Trade</u>	<u>690</u>	<u>4.0%</u>
9.	<u>Admin. and Support, Waste Remediation</u>	<u>686</u>	<u>4.0%</u>
10.	<u>Other Services</u>	<u>436</u>	<u>2.5%</u>
N/R	<u>All Other Job Sectors</u>	<u>4,806</u>	<u>28.2%</u>

Source: U.S. Census Bureau, 2014

LABOR FORCE



As Caldwell's population has rapidly grown since 2000, so has Caldwell's labor force. Exhibit #11 illustrates the labor force in the City of Caldwell from 2000 to 2014. Caldwell's labor force has grown by 71.3% since 2000.

Exhibit #11. Caldwell Labor Force, 2000-2014

Year	Labor Force	Unemployment Rate
2000	12,552	5.0%
2001	13,126	5.6%
2002	13,443	6.8%
2003	13,900	6.8%
2004	14,160	6.0%
2005	14,755	4.6%
2006	15,493	3.8%
2007	17,900	3.8%
2008	18,925	6.6%
<u>2009</u>	<u>19,078</u>	<u>10.1%</u>
<u>2010</u>	<u>20,232</u>	<u>11.0%</u>
<u>2011</u>	<u>20,509</u>	<u>10.9%</u>
<u>2012</u>	<u>20,730</u>	<u>9.1%</u>
<u>2013</u>	<u>20,827</u>	<u>7.3%</u>
<u>2014</u>	<u>21,504</u>	<u>5.8%</u>



Above: Rendering of Idaho Department of Labor building in Caldwell.

Below: Potato Processing Worker.



Source: Bureau of Labor Statistics, 2014

EDUCATION LEVELS

Education is a significant element of community prosperity and competitiveness. This is especially true in a global economy where access to information and technology demands an educated workforce. In 2011, 43.4% of the City's population 25 years of age and older (22,323) holds an Associate's Degree or higher. On the flip side, 11.1% of the City's population over 25 years of age does not have a high school diploma. Exhibit #12 breaks down the education levels of Caldwell's population 25 years of age or older.



Above: Caldwell High School graduate.

Below: College of Idaho graduation ceremony.



Exhibit #12. 2011 Job Counts by Worker Education Attainment		
<u>Some High School, No Diploma</u>	<u>1,516</u>	<u>11.1%</u>
<u>High School Graduate</u>	<u>3,610</u>	<u>26.3%</u>
<u>Some College or Associate's Degree</u>	<u>3,866</u>	<u>28.2%</u>
<u>Bachelor's Degree or Advanced Degree</u>	<u>2,078</u>	<u>15.2%</u>
<u>Educational Attainment Not Available</u>	<u>2,633</u>	<u>19.2%</u>
<u>TOTAL</u>	<u>13,703</u>	<u>100.00%</u>

Source: U.S. Census Bureau, 2012

LIVE-WORK RELATIONSHIP– EMPLOYMENT LOCATION



New Interchange at I-84 Exit 29 at Hwy. 20/26

This section and Exhibit #13 examines where Caldwell residents work. Being on the western end of the Boise Metropolitan Statistical Area (MSA) makes some people presume Caldwell is largely a bedroom community. Data provided by the United States Census Bureau and the Idaho Department of Labor disputes this notion.

Caldwell’s labor force is employed throughout the Treasure Valley. Thankfully, the leading location where Caldwell residents work is in Caldwell. Approximately, slightly more than one-half of Caldwell workers are employed within 10 miles of their home. It should come as no surprise that many Caldwell workers (approximately 32%) commute to nearby cities like Boise and Meridian. Meanwhile, less than 15 percent is employed more than 25 miles from their home.

<u>Exhibit #13. 2011 Caldwell Labor Force Employment Location</u>		
<u>Employment Location</u>	<u>Employment</u>	<u>Percentage</u>
<u>Less than 10 Miles</u>	<u>6,666</u>	<u>52.3%</u>
<u>10-24 Miles</u>	<u>4,019</u>	<u>32.1%</u>
<u>25-50 Miles</u>	<u>650</u>	<u>5.2%</u>
<u>Greater than 50 Miles</u>	<u>1,188</u>	<u>9.5%</u>
<u>TOTAL</u>	<u>12,523</u>	<u>100.0%</u>

Source: U.S. Census Bureau, 2012



Interstate 84, Exit 29 Interchange at Hwy. 20/26

LIVE-WORK RELATIONSHIP–RESIDENCY OF LABOR FORCE

This section and Exhibit #14 on the following page examines where people employed in Caldwell live. Again, being on the western end of the Boise Metropolitan Statistical Area (MSA) makes some people presume Caldwell doesn’t attract a lot of workers from Ada County. Data provided by the U.S. Census Bureau and Idaho Department of Labor shows a surprising amount of people (approximately 50%) commuting ten miles or more to Caldwell to work. Just 7.5% of Caldwell’s work force travels more than 25 miles to work in Caldwell.

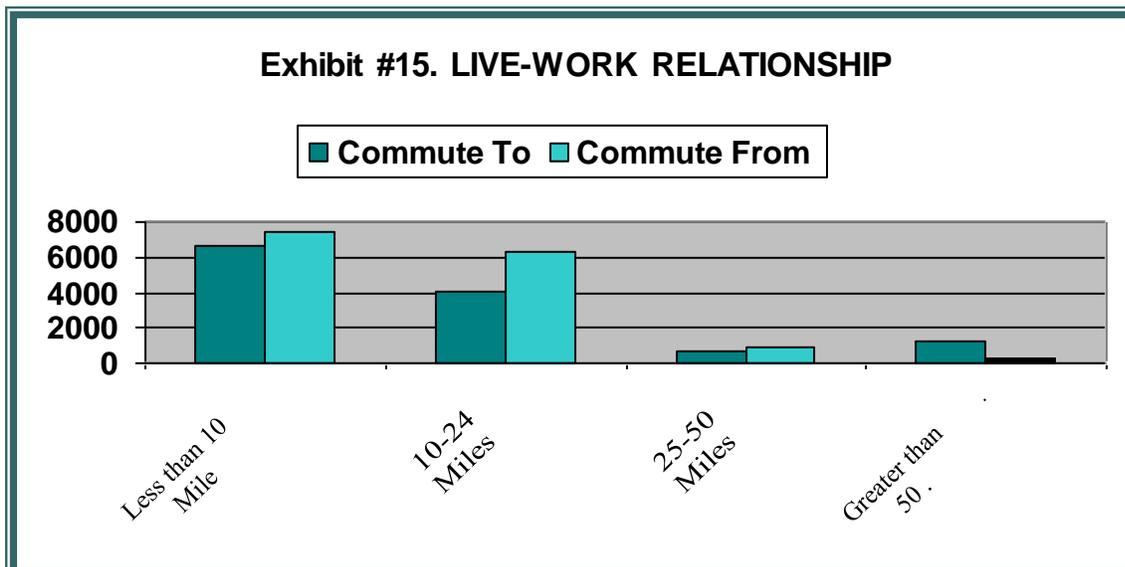
Exhibit #14. 2011 Residency of People Employed in Caldwell

<u>Employment Location</u>	<u>Employment</u>	<u>Percentage</u>
<u>Less than 10 Miles</u>	<u>7,410</u>	<u>50.0%</u>
<u>10-24 Miles</u>	<u>6,298</u>	<u>42.5%</u>
<u>25-50 Miles</u>	<u>894</u>	<u>6.0%</u>
<u>Greater than 50 Miles</u>	<u>214</u>	<u>1.5%</u>
<u>TOTAL</u>	<u>14,816</u>	<u>100.0%</u>

Source: U.S. Census Bureau, 2012

The relationship between place of work and residency shows that Caldwell is its own central place and the strength of the situation is gaining momentum. In 2011, Caldwell had 2,270 more workers commuting 10-24 miles to work in Caldwell than residents commuting to other cities in the Treasure Valley. This means that while people may be commuting into Caldwell to work, an increasing number of residents are staying within the City for employment.

Exhibit #15 below describes the live-work relationship of commuters who either live or work in Caldwell. The dark blue bars denote the number of Caldwell residents that commute to a nearby community for employment. The light blue bars denote the number of people from other Treasure Valley communities that commute to Caldwell for employment.



ECONOMIC DEVELOPMENT STRATEGIES



The City of Caldwell is committed to retaining and expanding business opportunities within Caldwell's vibrant and growing community. In 2015, the City established an Economic Development Department, institutionalizing its commitment to economic development. A new Commercial and Downtown Economic Development Coordinator position was created by the City Council to help attract new commercial growth and development.



Caldwell is ideally located for businesses to reach the large markets of the West. Caldwell is accessible by overnight truck delivery, strategically located along Interstate 84, less than 25 miles from the Boise Regional Airport, has the second busiest airport in the State of Idaho (Caldwell Industrial Airport) and is located directly on the Union Pacific railroad mainline. The economic development strategy for the City of Caldwell, Idaho is based on three fundamental economic development principles: (1) business retention and expansion; (2) business recruitment; and (3) entrepreneurial development. Caldwell uses these strategies to help develop and maintain a strong local economy by creating an environment that supports current businesses while encouraging entrepreneurship and the start-up of new businesses.

BUSINESS RETENTION AND EXPANSION



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



BUSINESS RECRUITMENT

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

FAST TRACK BUILDING PERMIT PROCESSING

The City of Caldwell has adopted a progressive and innovative development review process. Through coordination with all City departments including building, planning and zoning, fire, and engineering, the City offers the “red carpet program” for all commercial plan reviews. The City prides itself on fast permitting, efficient and supportive design review and competitive fees. The red carpet program promises to reply with first review comments within ten (10) business days. There is also a single point of contact assigned to a project that is responsible for answering questions and providing information and updates to all of our customers. Land developers and contractors regard our program as the best in the Treasure Valley.



FOREIGN TRADE ZONE

On May 12, 2012, the U.S. Department of Commerce granted the Caldwell Economic Development Council (now Southwest Idaho Manufacturers' Alliance or SWI-MA) the authority to establish and administer the Foreign Trade Zone (FTZ) #280 under the Alternative Site Framework. The new FTZ provides exciting and significant benefits to both businesses and the community at large, and will prove to make a major impact on the commerce and development of southwest Idaho.

In a FTZ, businesses lower costs by deferring or reducing customs duties on imported goods, by realizing distribution savings, by streamlining processing of goods and eliminating quota restrictions. As a result, companies are better able to compete with foreign manufacturers.

There are no duties on or quota charges on re-exports. Customs duties and federal excise tax deferred on imports. In situations where zone manufacturing results in a finished product that has a lower duty rate than the rates on foreign inputs (inverted tariff), the finished products may be entered at the duty rate that applies to its condition as it leaves the zone.

The FTZ stimulates economic growth and development through job retention and creation. The program provides incentives for companies to establish or expand operations, helps facilitate and expedite international trade, provides special customs procedures as a public service to help firms conduct international trade related operations in competition with foreign plants, encourage and facilitate exports, assists state/local economic development efforts, and helps create employment opportunities.

A map showing the boundary of the foreign trade zone can be found in Exhibit #16 on the following page.



The service area for Foreign Trade Zone #280 covers Canyon County and Ada County.

Exhibit #16. Foreign Trade Zone #280 Boundary



GOALS AND POLICIES – Economic Development

GOAL 1: Promote economic development initiatives relating to housing, business, jobs, schools, recreational opportunities, infrastructure systems, public utilities and facilities, and public services.

Policy 1-1: Promote a positive working relationship between the City, businesses, and economic development organizations.

Policy 1-2: Promote job market expansion that encourages opportunities for mid- and upper-range wage scales and benefits.

Policy 1-3: Encourage development that generates new job opportunity.

GOALS AND POLICIES – Economic Development

GOAL 2: Encourage business expansion and labor retention in areas suitable for commercial development.

Policy 2-1: Provide commercial uses that meet all of the consumer needs for residents within the community and thereby reduce vehicle miles traveled.

Policy 2-2: Improve and provide additional educational training of local residents in order to keep and attract employers.

GOALS AND POLICIES – Economic Development

GOAL 3: Create neighborhoods where citizens can live, work and play.

Policy 3-1: Promote unique economic development projects that are designed to include integrated uses such as housing, recreation, office complexes, restaurants, and shopping areas.

Policy 3-2: Generate employment opportunities that support local economies and reduce vehicle miles traveled between home and work.

Policy 3-3: Promote economic development growth that is sustainable, environmentally manageable, that will assist in maintaining the City's fiscal stability, and that will reduce the need for residents to commute out of the City.

Policy 3-4: Designate commercial centers, industrial parks and light industrial uses in areas that can be supported by all modes of transportation.

Policy 3-5: Encourage mixed-use developments.

GOALS AND POLICIES – Economic Development

GOAL 4: Recognize and promote the College of Idaho, West Valley Medical Center and the Caldwell Airport's economic assets.

Policy 4-1: Coordinate efforts with local institutions, schools, and colleges in recruiting businesses and industries that provide quality jobs for a capable and well-prepared work force.

Policy 4-2: Enhance institutional district standards to become sustainable with the latest land use trends.

GOALS AND POLICIES – Economic Development

GOAL 5: Recognize and promote the importance of retaining and attracting basic industries to Caldwell.

Policy 5-1: Develop incentives to retain existing businesses or allow an existing business to expand.

Policy 5-2: Ensure that an adequate inventory of commercial and industrial property is available for new industries.

RECOMMENDATIONS – Economic Development

- Periodically upgrade and expand the land use table to include new and emerging industries.
- Revise institutional zones (Airport District, College District, and Hospital District) to keep up with developing industry trends.
- Coordinate job training opportunities with local colleges and universities.
- Investigate the human resources needs of local employers.



Chapter 5: Land Use

INTRODUCTION



Above and Below: Mixed Use and Smart Growth Design Patterns.



The quality of life in Caldwell is worthy of a concerted community effort to sustain and preserve by actively responding to the demands of a growing population, business expansion, and also developing positive strategies to maintain community resources. Some characteristics that contribute to the area's quality of life and help make Caldwell a pleasant community in which to live include:

- High desert climate.
- Attractive parks, open areas, and residential neighborhoods.
- Outstanding public schools, a community college and an excellent private college.
- Historic neighborhoods and buildings.
- Excellent access to local and regional employment.
- Relatively minor traffic congestion.
- Access to the Boise River.



Above and Below: Urban and Semi-Rural Sprawl Subdivisions



The current sprawl pattern of growth throughout Canyon County has the potential to produce or perpetuate negative cultural, economic, environmental, and social consequences. These problems result from increased traffic congestion and declining air quality, longer school bus commute times, a diminished sense of place, loss of open space and agricultural lands, higher costs for public infrastructure and services, and blight in the central part of the City.

To meet the challenges of maintaining and enhancing the City's quality of life, the Plan recognizes the "Smart Growth" initiative to guide future growth and development. Smart growth is a term that describes the efforts of communities across the United States to manage and direct growth in a way that minimizes damage to the environment and builds sustainable communities. The concept has been adopted in many communities wanting to accommodate growth, but also wanting to reduce some of the negative aspects from that growth. Smart growth initiatives are currently available in Caldwell through the planned unit development process or in a mixed use zoning classification.

Smart growth addresses these concerns through application of the following principles:

- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive places with a strong sense of place.
- Preserve open space, farmland and critical environmental areas.
- Develop infill properties before expanding further outward away from the city center.
- Provide a mix of land uses and a variety of transportation choices.
- Strengthen and direct development towards existing communities.
- Provide connectivity to adjacent parcels and land uses.



Land uses are assembled in a mixed-use fashion with homes, businesses, public services, and schools placed in a condensed area to generate a neighborhood center concept. The land use pattern is compact and efficient as a means to keep growth inside and near the City limits, thereby reducing the costs of public services. Annexations are directly related to the availability of supporting City infrastructure. Access is through a street system with many connections within neighborhoods. Neighborhoods and streets are designed without compromising access and level of service for fire and police protection. These are features recommended to create a stronger sense of community and place, and maintain a quality of life for the existing and future citizens of Caldwell.



The extension of public services on a random, piecemeal basis is costly. Orderly growth and development ensures that farmland remains viable. This plan does not recognize agriculture as a future land use category within Caldwell's area of impact; however, the plan recognizes agriculture's importance to the City's economy and the impact land development could have on existing agricultural operations.

COMPREHENSIVE PLAN MAP

The ability to preserve the community's quality attributes, as well as to positively respond to the challenges of a growing population, will be affected significantly by public decisions related to land use and development. The following section describes the land use categories identified on the Comprehensive Plan Map (located in the front cover).



1. Parks, Open Space and Undevelopable Lands

Uses in these classifications include open space, parks, wetlands, floodplains and other areas that are undevelopable or should be preserved for public use. Public access and utilization of these areas is encouraged, but a proposal to develop land in these classifications should be thoroughly scrutinized.



Top: Cyclists riding Caldwell's Greenbelt.

Middle: Retired Fairview Golf Course Golf Pro Lenny Stroup.

Bottom: Rose Garden in Luby Park.

Environmentally Sensitive

This category covers undevelopable land that has flooding or wetland constraints, that has a perpetual use such as a privately owned cemetery, that is used as an interchange freeway, or that contains a canal or drain. Land in this classification may be suitable for greenbelt, pathways, recreational open space or passive uses. Properties not located within floodways and wetlands may be used for semi-rural residential use.

Color on Comprehensive Plan Map: **DARK GREEN**

Neighborhoods containing environmentally sensitive land:

1. Boise River Greenbelt.
2. I-84 Interchanges.
3. Hillside Memorial Gardens.
4. Expired gravel pits.

Open Space

This category includes land that is suitable for active or passive recreation such as golf courses, activity centers, public and private parks, fishing, swimming, greenbelts, pathways, and other places of public and semi-public gathering.

Color on Comprehensive Plan Map: **LIGHT GREEN**

Neighborhoods containing open space land:

1. Fairview Golf Course.
2. All city parks.
3. Indian Creek in downtown.
4. Public pathways.

2. Civic, Educational, and Institutional Uses

Uses in these classifications are intended to promote or protect a specific publicly or privately held land use that serves the general public or provides a unique or specialized service to the community.

Public

This category includes land that is suitable for governmental offices and facilities, public schools, community centers and other uses where public services are provided.

Color on Comprehensive Plan Map: **DARK GREY**

Neighborhoods containing public land:

1. City Hall.
2. Police and fire stations.
3. Canyon County Courthouse.
4. Caldwell Industrial Airport.
5. Caldwell and Vallivue schools.
6. State and Federal government buildings and facilities.



Above: Canyon County Courthouse.

Below: Van Buren Elementary School.



Institutional

This category includes land that is suitable for privately held institutions like schools, colleges, hospitals, clinics, recreational facilities and establishments of public and semi-public gathering.

Color on Comprehensive Plan Map: **PEACH**

Neighborhoods containing institutional land:

1. West Valley Medical Center.
2. College of Idaho.
3. All charter schools.
4. All private schools.



Above: West Valley Medical Complex.

Below: College of Idaho.



3. Mixed Uses

Uses in these classifications are intended to accommodate several compatible land use categories, including most residential uses, neighborhood retail, service commercial, institutional uses and very limited light manufacturing and processing uses.



Above: An example of lower density traditional neighborhood mixed use development.

Below: An example of higher density highway corridor mixed use development.



Traditional Neighborhood

The purpose of this district is to create a centralized, pedestrian-oriented, identifiable focal point for neighborhood districts. This category includes land that is suitable for a blend of medium density and high density residential, small scale commercial, entertainment, educational, office and open space uses that are geared to serve residents within a one-half mile radius. The residential density range shall be at least five (5) units per gross acre, but should not exceed twenty (20) units per gross acre.

Color on Comprehensive Plan Map: **LIGHT BROWN**

Neighborhoods containing traditional neighborhood land:

1. North end of Caldwell.
2. West end of Caldwell.

Highway Corridor

The purpose of this designation is to identify key areas along a highway corridor which are highly visible or transitional in nature. This category includes land that is suitable for a blend of highway oriented commercial uses, business parks, limited light industrial uses, educational, office and high density residential uses. Development in this area should occur in a manner that does not disrupt the function of the highway system. The residential density range shall be at least six (6) units per gross acre but should not exceed forty (40) units per gross acre.

Color on Comprehensive Plan Map: **MEDIUM BROWN**

Neighborhoods containing highway corridor land:

1. Hwy. 20/26 Commercial Corridor.
2. Hwy. 55 Commercial Corridor

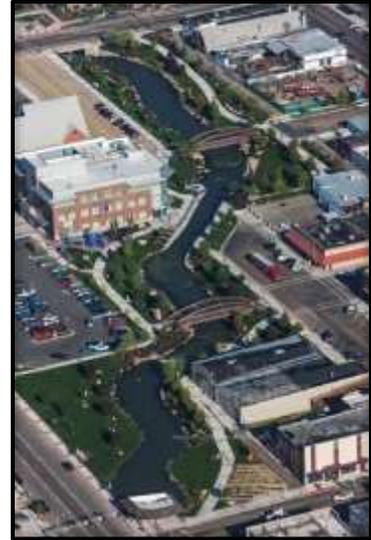
City Center

The primary goal of this classification is to create a mixed use pedestrian area. This category includes land that is suitable for a wide range of residential and commercial uses, educational, including vertical and horizontal mixed uses, attached single-family and multi-family housing, community and neighborhood retail, professional offices, services, hotel-motel, entertainment, cultural and civic uses. Highly automobile-dependent uses and vast surface parking lots are generally discouraged in the core area.

Color on Comprehensive Plan Map: **DARK BROWN**

Neighborhoods containing city center land:

1. Central business district.
2. Downtown commercial neighborhoods.



Above: Day lighted Indian Creek running through the City Center.



Left: Vintage Postcard View of intersection at Main Street and 7th Avenue.

Bottom: 2013 View of Intersection at Main Street and 7th Avenue.



4. Residential Uses

Uses in these classifications are mainly intended for residential living, but may also include some sensible uses such as churches, schools and other non-residential uses that are compatible through a special use permit.



Above: Semi-Rural Residential Estate subdivision on a larger lot with expanded setbacks and sidewalks detached from street curb.

Below: Low-Density Residential subdivision on a standard size lot with typical setbacks and sidewalks attached to street curb.



Residential Estates

This category includes land that is suitable for low-density residential uses of a semi-rural character. This classification is intended to protect and enhance single-family living areas that are rural in character or otherwise transitional in relationship to more urbanized residential areas of higher density. Such areas may not necessarily have a full range of urban utilities and services contingent upon topography, density, lot size and development designs. The residential density range shall not exceed two (2) dwelling units per gross acre.

Color on Comprehensive Plan Map: **BEIGE**

Neighborhoods containing residential estates land:

1. Far south Caldwell (south of Karcher Road).
2. Far east Caldwell (east of Midland Road near Boise River).
3. Far north Caldwell (developable land near Boise River).
4. West Caldwell (west of Farmway Road).

Low-Density Residential

This category includes land that is suitable for single-family residential neighborhoods, to include churches, schools, neighborhood parks, comparable public facilities and essential public utilities. The residential density range for a single-family residential subdivision shall not exceed three (3) dwelling units per gross acre. A planned-unit development with mixed uses, such as duplexes, townhouses and compatible non-residential uses, may be permitted at a residential density of not more than six (6) units per gross acre.

Color on Comprehensive Plan Map: **LIGHT YELLOW**

Neighborhoods containing low-density residential land:

1. South Caldwell (north of Karcher Road).
2. East Caldwell (east of Sky Ranch Business Park).
3. North Caldwell (Canyon Hill).
4. Steunenberg Residential Historic District (single-family only).

Medium Density Residential

This category includes land that is suitable for infill development or a transitional district to include a mixture of dwelling choices (attached and detached), churches, schools, group day care facilities, public facilities and limited neighborhood commercial uses. The residential density range shall not exceed four (4) dwelling units per gross acre for a single-family residential subdivision and shall not exceed twelve (12) units per gross acre for a mixed use (planned unit development) site.

Color on Comprehensive Plan Map: **BRIGHT YELLOW**

Neighborhoods containing medium-density residential land:

1. Near south Caldwell (Infill neighborhoods).
2. East Caldwell (Infill neighborhoods).
3. Selected ring neighborhoods around the City Center.
4. Northwest corridor near Farmway Village.



Above: Single-family homes, duplexes and tri-plexes are commonly found in medium density zones.

High Density Residential

This category includes land that is suitable for more intense land uses and as a transitional district to include single-family housing and multi-family housing such as apartments, townhouses and condominiums and manufactured home parks and subdivisions. This classification is also suitable for professional office development and limited neighborhood commercial uses, public and semi-public uses and compatible institutional uses. The residential gross density shall not exceed 25 units per gross acre and shall not exceed 40 units per gross acre for a mixed use (planned unit development) site.

Color on Comprehensive Plan Map: **ORANGE**

Neighborhoods containing high-density residential land:

1. Residential neighborhoods close to Cleveland Blvd.
2. Infill properties near a public school.
3. Small pockets near the City Center.
4. Infill properties adjacent to high traffic roads.
5. Manufactured home parks.



Below: Four-plexes, apartment complexes and manufactured home parks are commonly found in high density zones. Lower density uses may be permitted.

5. Business, Commercial, Manufacturing and Industrial Uses



Above—Businesses: Caldwell Medical Arts, Clock Tower Orthodontics and Walgreens.

Below—Commercial and Service: Wal-Mart and Best Western Plus Caldwell Inn.



Uses in these classifications are intended to accommodate a wide range of business, commercial, manufacturing and industrial uses. Careful consideration should be taken to avoid potential conflicts with nearby incompatible land uses.

Business

This category includes land that is suitable for retail, light service, professional offices, small scale shopping center and professional businesses. Business uses should have frontage on or be within close proximity to a collector or arterial roadway and can be reasonably placed near a residential neighborhood.

Color on Comprehensive Plan Map: **PINK**

Neighborhoods containing business land:

1. 10th Avenue corridor.
2. Cleveland Blvd. corridor (between 20th Ave. and 22nd Ave.).
3. Blaine St. corridor (between 20th Ave. and 22nd Ave.).
4. Ustick Avenue corridor.
5. I-84 frontage roads.
6. Several major Intersections.

Commercial and Service

This category includes land that is suitable for a wide range of retail, service, professional businesses and more intense commercial uses, such as those that require large amounts of land for sales, storage or parking, light production or repair of consumer goods, and which may be less compatible with residential uses due to traffic, noise and other impacts.

Color on Comprehensive Plan Map: **RED**

Neighborhoods containing commercial and service land:

1. Properties surrounding all I-84 interchanges.
2. Cleveland Blvd. corridor (East of 22nd Ave.).
3. 21st Avenue corridor.
4. Highway 20/26 corridor (West of Middleton Rd.).
5. Selected properties along the Hwy. 55 corridor.

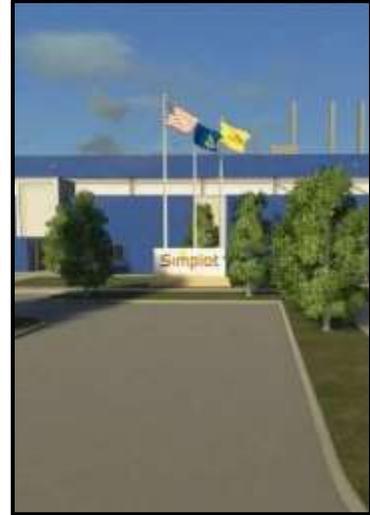
Manufacturing & Production

This category includes land that is suitable for the manufacturing, processing, assembling, packaging or fabricating of previously prepared materials, research and development activities and warehousing. Manufacturing and production uses shall be unobtrusive and not detrimental to surrounding residential and commercial uses. Commercial and service activities that have frontage on collector and arterial roadways or are within a platted industrial park may be permitted.

Color on Comprehensive Plan Map: **BLUE**

Neighborhoods containing manufacturing and production land:

1. Simplot Blvd. corridor.
2. Highway 20/26 corridor (I-84 to Wagner Rd.).
3. Chicago Avenue corridor (between Franklin and Linden).
4. Arthur Ave. corridor (Linden to 43rd).
5. Sky Ranch Business Park.
6. Areas near Caldwell Industrial Airport.
7. Near north side of Caldwell (adjacent to railroad).



Above—Manufacturing and Production: RM Steel and Simplot Plant.

Below—Industrial: Gravel pit and Industrial Builders of Caldwell.

Industrial

This category includes land that is suitable for heavy manufacturing and production activities, processing of products predominately from extracted or raw materials, wrecking, storage activities, mining and excavating, landfills and sewage plants. Uses in this category have a tendency to create potential hazards such as noise, odor, vibration and other disturbances. Special consideration should be placed on establishing industrial uses in locations where they do not disturb existing and planned residential, mixed use, and open space uses.

Color on Comprehensive Plan Map: **DARK BLUE**

Neighborhoods containing industrial land:

1. Areas near Simplot Blvd. corridor.
2. Areas near Highway 20/26 corridor (I-84 towards Notus).
3. Area near Caldwell sewer plant.
4. Wrecking yards.
5. Gravel pits.



Railroad Facilities

This category includes land that is suitable for railroads, turnouts, signal boxes, switch yards, and intermodal facilities.

Color on Comprehensive Plan Map: **PURPLE**

Neighborhoods containing railroad land:

1. Union Pacific corridor.
2. Union Pacific spur corridor (Nampa to Middleton).
3. Boise Valley railroad corridor.



Top: Union Pacific Railroad running from Kemmerer, WY to Portland OR.

Above: Boise Valley Railroad running from Caldwell, ID to Wilder, ID.

Below: Intermodal facility at J.R. Simplot Company.



GUIDANCE ON NON-RESIDENTIAL ZONING

When a property owner or land developer needs to rezone or annex land because they would like to develop it commercially or industrially, planning staff has to work with the customer to select the best zoning classification that will fit in that particular neighborhood. All Caldwell comprehensive plans prior to 2010 did not provide any guidance on how to select a specific zoning classification. The plan simply would set aside commercial or industrial land usage and the only guidance available to staff was a somewhat vague land use description for each zoning classification.



Exhibit #17 provides guidance for a planner, citizen, or land developer who needs to determine the best non-residential zoning classification along a classified street corridor. This plan supports the following zoning map classifications for the major street corridors. The Planning and Zoning Director reserves the right to recommend a different classification based on existing land uses and zoning situations in the area surrounding a particular site.



Exhibit #17. Zoning Designations	
C-1	Neighborhood Commercial
C-2	Community Commercial
C-3	Service Commercial
C-4	Freeway Commercial
M-1	Light Industrial
A-D	Airport District
C-D	College District
H-D	Hospital District
C-C	City Center District
<u>H-C</u>	<u>Highway Corridor</u>
<u>T-N</u>	<u>Traditional Neighborhood</u>

Street Corridor	Recommended Zoning	Area
Highway 20/26 (East of I-84)	C-3 or C-4 or H-D C-2 or C-3 C-2 or H-C	I-84 to Smeed Pkwy. Smeed Pkwy to Middleton Road Middleton Road to Madison Road
Highway 20/26 (West of I-84)	C-3 or C-4 or M-1 M-1 or M-2	I-84 to Gravel Lane Gravel Lane to Wagner Road
Highway 55	C-2 C-2 or C-3	Farmway Road to Lake Avenue Lake Avenue to Midway Road
Highway 19	C-3 or M-1	Wagner Road to Centennial Blvd.
<u>Highway 44</u>	<u>C-2, C-3 or C-4</u>	<u>Farmway Road to Stone Lane</u>

Street Corridor	Recommended Zoning	Area
I-84 Business (Cleveland Blvd.)	C-2 or C-3	Linden Street to Hoffman Lane
I-84 Business (Blaine St.)	C-C Only R-1 Residential C-1 C-2	Simplot Blvd. to 12th Avenue 12th Avenue to 20th Avenue 20th Avenue to 21st Avenue 21st Avenue to Cleveland Blvd.
I-84 Business (Cleveland Blvd.)	C-C Only R-1 Residential C-1 or C-D C-2 or C-D	Simplot Blvd. to 12th Avenue 12th Avenue to 20th Avenue 20th Avenue to 21st Avenue 21st Avenue to Blaine Street
Laurel Road	M-1	<u>Wagner Road to 5th Avenue</u>
Franklin Road	M-1 or C-3 C-3 or C-4	Chicago Avenue to 21st Avenue 21st Avenue to I-84
Logan Street	C-1 H-D Only Residential	Wagner Road to Sunset Avenue Sunset Avenue to Howard Avenue 10 th Avenue to Montana Avenue
Linden Street	C-1 C-2 or C-3 C-2 or C-3 or M-1 A-D C-1 or C-2 or A-D	Wagner Road to Indiana Avenue Indiana Avenue to Cleveland Blvd. Cleveland Blvd. to I-84 I-84 to KCID Road KCID Road to Madison Road
Boehner Road	C-1	Wagner Road to Farmway Road
Spruce Street	Only Residential C-1	Farmway Road to I-84 I-84 to Madison Road
Ustick Road	C-2 C-2 or C-3 A-D or M-1 C-2 or C-3	Wagner Road to Lake Avenue Lake Avenue to I-84 I-84 to Ward Lane Ward Lane to Midland Blvd.
Laster Lane	C-1 C-3 or M-1 C-1	Farmway Road to Cleveland Blvd. Cleveland Blvd. to Middleton Rd. Middleton Rd. to Midland Blvd.
Homedale Road	C-1 or C-2 C-3	Farmway Road to Midway Road Midway Road to Cleveland Blvd.
Moss Lane	C-1	Farmway Road to Midway Rd.
Cirrus Drive	C-1	Montana Avenue to Lake Avenue
Orchard Street	C-1	10 th Avenue to Lake Avenue
Farmway Road	C-2 or C-3 or M-1 C-2	Simplot Blvd. to Laurel Road Laurel Road to Karcher Road
10 th Avenue	C-2 C-C C-2 H-D C-2	I-84 to U.P. Railroad U.P. Railroad to Grant Avenue Grant Avenue to Linden Street Linden Street to Ash Street Ash Street to Orchard Avenue
Montana Avenue	C-1	16 th Avenue to Orchard Avenue

Street Corridor	Recommended Zoning	Area
Indiana Avenue	C-2 C-1 or C-D C-1 or C-2	Blaine Street to Cleveland Blvd. Cleveland Blvd. to Maple Avenue Maple Avenue to Orchard Avenue
Florida Avenue	C-1 or C-2	Cleveland Blvd. to Orchard Avenue
Lake Avenue	C-2 or C-3 C-1 or C-2	Cleveland Blvd. to Ustick Road Ustick Road to Orchard Avenue
Celeste Avenue	C-1	Homedale Road to Karcher Road
Midway Avenue	C-2 or C-3 C-2	Cleveland Blvd. to Homedale Road Homedale Road to Karcher Road
Aviation Way	C-3 or C-4 M-1 or A-D	<u>Hillcrest Lane to Crown Street</u> Crown Street to Ustick Road.
Smeed Parkway	C-1 C-2 or C-3 or H-D C-3 or M-1 or A-D	Lincoln Street to Hillcrest Lane Hillcrest Lane to Tho. Jefferson St. Tho. Jefferson St. to Linden Street
KCID Road	C-1 or C-2 C-2 or C-3 or A-D	Lincoln Street to Highway 20/26 Highway 20/26 to Linden Street
Ward Lane	C-1	Lincoln Street to Linden Street
Middleton Road	C-2 or C-3 or H-C	Lincoln Street to Laster Street
Santa Anna Avenue	C-1	Lincoln Street to Laster Street
Midland Road	C-2 or C-3	Lincoln Street to Laster Street
Knott Lane	C-1	Boise River to Spruce Street
Northside Blvd.	C-1 or C-2	Boise River to Spruce Street
Madison Road	C-1	Boise River to Spruce Street
Lincoln Street	C-1	<u>Georgia Avenue to Midland Road</u>
Marble Front Road	Only Residential	Georgia Avenue to Middleton Road
Hillcrest Lane	C-1	Aviation Way to Madison Road
Skyway Drive	M-1 or C-3 or C-4 C-1	Aviation Way to KCID Road KCID Road to Madison Road
Illinois Avenue	C-2 or C-4	I-84 to Plymouth Street
Kimball Avenue	C-1 H-D C-2 C-C T-N	Ustick Road to Ash Street Ash Street to Mead Street Mead Street to Grant Street Grant Street to U.P. Railroad U.P. Railroad to I-84
Paynter Avenue	C-C or C-2 or M-1	Kimball Avenue to Simplot Blvd.
5 th Avenue	C-C T-N or M-1	<u>Paynter Avenue to U.P. Railroad</u> <u>U.P. Railroad to I-84</u>
Chicago Avenue	C-4 or T-N T-N or M-1 or C-3 M-1 or C-3	<u>Centennial Blvd. to 10th Avenue</u> <u>10th Avenue to 21st Avenue</u> <u>21st Avenue to Linden Street</u>
Centennial Blvd	M-1 or C-3 C-3 or C-4	Simplot Blvd. to Chicago Avenue Chicago Avenue to 1st Avenue
All Non-Classified Roads	C-1	<u>Wherever deemed suitable.</u>

ANNEXATION POLICY

An annexation is the act of attaching, adding, joining or uniting one or more properties to a public domain, such as a city.

It is the policy of the City to annex areas based upon the City's ability to orderly extend services to those areas contiguous to the City's municipal boundary. Generally, the City does not encourage the extension of city services, primarily water and sewer, outside the municipal boundaries, or to serve leapfrog development unless annexation can occur, the City Council determines that a health or safety issue exists, or such extension would be in the City's best interest. Extensions of city services will be based on the City's policy to encourage more compact urban densities and reduce service extension costs.

GOALS AND POLICIES – Land Use

- GOAL 1: Establish land-use management policies that protect property rights and the environment, maintain a high quality of life, provide adequate land for all types of development, and adequately buffer non-compatible uses.
- Policy 1-1: Guide the growth and development of land uses in such a way that the health, safety, and general welfare of residents will be protected.
- Policy 1-2: Encourage commercial and industrial uses in areas that are readily accessible to regional and principal arterials and/or public transit.
- Policy 1-3: Utilize the planned unit development (PUD) process in situations that qualify under code.
- Policy 1-4: Encourage planned unit developments (PUD) in areas that qualify for infill development.
- Policy 1-5: Carefully integrate manufactured home developments with other surrounding residential neighborhoods, except in Historic Districts where the placement of manufactured homes are discouraged.
- Policy 1-6: Encourage non-residential special uses in residential areas where they can be appropriately integrated with the surrounding area and where the health, safety, and general welfare of the neighborhood would not be adversely impacted.
- Policy 1-7: Encourage the location of neighborhood commercial uses in residential areas that are a considerable distance from commercial districts and/or corridors, as a means of reducing vehicle trip generation.
- Policy 1-8: Create neighborhood identity through the development of community centers incorporating a public facility such as a school, fire station, park, or branch library.

GOALS AND POLICIES – Land Use

GOAL 2: Create a strong sense of community and place through the development of mixed use neighborhoods.

Policy 2-1: Create a compact mixed-use development pattern with multiple street connections.

Policy 2-2: Encourage the restoration and redevelopment of underutilized and neglected properties through infill development.

Policy 2-3: Assemble land uses in a mixed-use fashion with homes and businesses located in a condensed area.

Policy 2-4: Allow for higher density development as a means to support public transportation.

GOALS AND POLICIES – Land Use

GOAL 3: Create communities that are more livable, affordable, connectable and sustainable.

Policy 3-1: Create walkable neighborhoods with neighborhood commercial centers and good connectivity between neighborhoods.

Policy 3-2: Maximize the use of land by encouraging high-density residential development in areas that have adequate services that can act as a buffer between less dense residential and commercial uses, and support public transit.

Policy 3-3: Place a stub street to adjacent properties at or near the 1/8 mile section line in new developments.

Policy 3-4: Place pedestrian bridges over a canal or drain at the 1/4 mile section line in new developments.

Policy 3-5: Build detached sidewalks and tree-lined streets in residential estate districts.

GOALS AND POLICIES – Land Use

GOAL 4: Create communities that generate cost effective public services and infrastructure.

Policy 4-1: Encourage development as a natural outward progression of the City's corporate boundaries and within areas that can be immediately annexed and provided with public services.

Policy 4-2: Periodically review patterns of growth as a part of long-range planning and renegotiate new Area of City Impact boundaries with Canyon County when growth patterns and capital facilities plans support the need for that action.

Policy 4-3: Require developers to meet design principles, development standards, and street and utility improvement requirements as set forth in the City's subdivision ordinance and infrastructure policy.

Policy 4-4: Do not extend the City's public water and sewer systems to new development located outside the municipal boundaries unless annexation can occur, the City Council determines that a health or safety issue exists, or such extension would be in the City's best interest.

Policy 4-5: Allow for shared parking, to include the use of street parking where appropriate as a means to accommodate parking needs in commercial areas and high density residential areas.

GOALS AND POLICIES – Land Use

GOAL 5: Ensure the viability of agricultural operations through appropriate land use action.

Policy 5-1: Mitigate incompatibility that might arise between agricultural uses and new development through buffering and screening strategies.

Policy 5-2: Establish land use patterns that screen or buffer agricultural use from new development.

RECOMMENDATIONS – Land Use

- Designate and preserve broad areas for residential, commercial, industrial, institutional, open space, and mixed uses on the Comprehensive Plan Map.
- Review and update the Comprehensive Plan Map on an annual basis.
- Review the Impact Area boundaries as needed, or at least every five years and consider expanding the boundaries if growth patterns and capital facilities planning support an expansion.
- Consider additional measures that protect ongoing farm operations adjacent to developing lands.
- Periodically review zoning districts and amend them as necessary to reflect changing land use trends.
- Consider expanding LEEDS building standards to new commercial buildings city-wide.
- Work with all local and regional irrigation districts to develop a comprehensive canal and drain crossing plan.

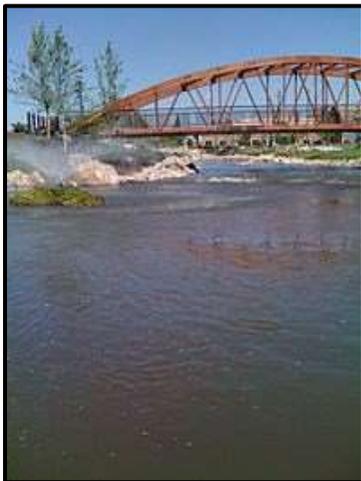


Chapter 6: Natural Resources



*Top: Lake Lowell
Above: Boise River*

*Below: Indian Creek
Bottom: Mason Creek*



INTRODUCTION

When discussing the many “assets” of Caldwell, most residents point to the abundance of natural resources, open spaces, and water features. This component provides a framework for continued preservation and enhancement of natural resources.

Caldwell's history is rooted in agriculture. In the late 1800's and early 1900's, the natural sagebrush landscape was converted to productive farmland. To mitigate the effects of the high desert climate, a system of canals and drains were developed to help supply water to the land. The canals and drains link Lake Lowell to the Boise River. The following resources deserve the highest amount of protection:

WATER RESOURCES

Lake Lowell – Created in 1905, Lake Lowell is a man-made lake covering 14.5 square miles. It is located south of the City and provides the irrigation water used on the lawns of Caldwell homes and business. The Deer Flat National Wildlife Refuge, owned and operated by the Bureau of Land Management, surrounds Lake Lowell. The area is a natural habitat that is generally undevelopable.

Boise River – Flowing westerly from the City of Boise, the river runs along the northern edge of Caldwell and empties in the Snake River at the Oregon state line.

Indian Creek – The creek runs from the New York Canal in Kuna to the Boise River. The portion of the creek located in downtown Caldwell was covered in the 1960's, but was day lighted in 2008. The new creek bed is contained within 5-acres of greenbelt in downtown Caldwell.

Mason Creek – Located on the City's east side, this creek runs northwesterly and flows into the Boise River.

SOIL RESOURCES

Caldwell is agricultural in character, and is the basis of the City's historic and cultural heritage. Most of the soils around the city are prime for agriculture and suitable for numerous crops. Some areas have serious limitations, which is important for new development to connect to city sewer and water services.

AQUIFER RESOURCES

Caldwell's hydrology is complex, with shallow, intermediate, and deep layers. Shallow aquifers often supply water to rural, domestic and some irrigation water users. Intermediate aquifers supply water for domestic, irrigation, and municipal users. Municipal, industrial, and some irrigation wells typically draw water from deeper aquifers.

Local shallow aquifers are often contained in the Pleistocene-age Snake River Group sediments with depths generally less than 75 meters below ground surface. Groundwater in shallow aquifers generally originates at ground surface, in the form of precipitation, infiltration from irrigated areas, or infiltration from river and stream channels or canals. Shallow aquifers can be very localized, such as from an irrigated field to the nearest drainage ditch, or they can extend tens of miles.

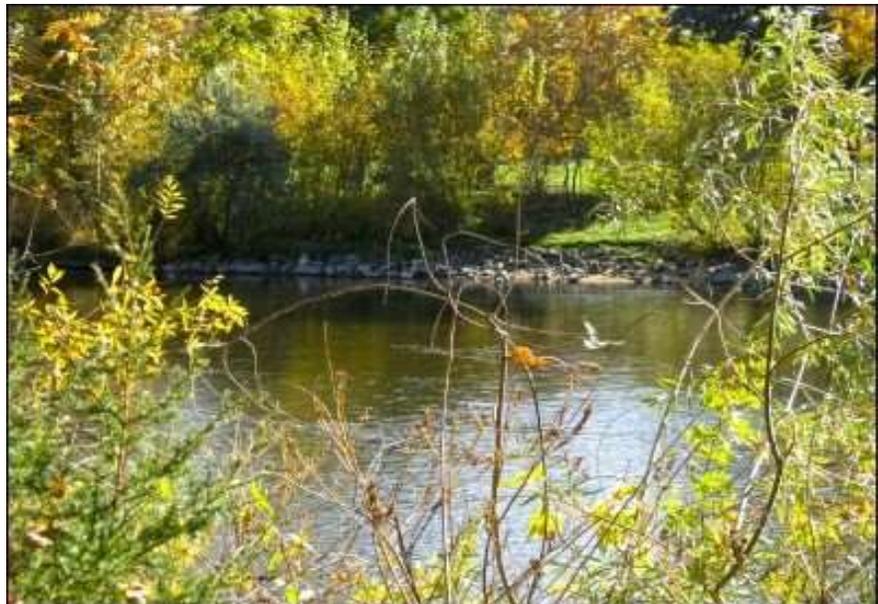
Approximately 50% of the Treasure Valley's land area is flood or sprinkler irrigated, which accounts for approximately 95% of recharge to shallow aquifers. Only a small portion of this water enters deeper aquifers; most shallow aquifers discharge into river, canal, or ditch channels.

Ground water irrigates the farmland around Caldwell. Many irrigators supplement their surface water supplies with irrigation wells. Approximately 72,000 acre feet of ground water are used annually for agriculture irrigation.



PARKS AND OPEN SPACE

The City adopted a Park and Recreation Master Plan in 2010 as an appendix to this Plan. The plan identifies improvements to be made at existing parks and where new parks will need to be built as the city grows. For more information, review the Recreation component of the Comprehensive Plan (Chapter 10) and the Parks and Recreation Master Plan (Appendix E.).



GOALS AND POLICIES – Natural Resources

GOAL 1: Preserve, protect, and enhance the City’s water resources.

Policy 1-1: Implement streamside riparian buffers and setbacks to protect the natural stream and river systems.

Policy 1-2: Meet or exceed water quality run-off standards.

Policy 1-3: Implement the City storm water management policy.

Policy 1-4: Prevent the collection and conveyance of untreated stormwater, created by new development, into surface bodies of water by requiring developers to comply with local, state, and federal stormwater policies. Stormwater designs must be consistent with the National Pollution Discharge Elimination System (NPDES) permit requirements.

GOALS AND POLICIES – Natural Resources

GOAL 2: Use watershed features as a community amenity and design elements.

Policy 2-1: Preserve, protect and restore the aesthetic, visual, recreational, and natural values of the Boise River and Indian Creek.

Policy 2-2: Implement a system of greenways and pathways along creeks and rivers.

GOALS AND POLICIES – Natural Resources

GOAL 3: Safeguard Caldwell’s environmental features and natural resources as distinguishing features of the community.

Policy 3-1: Coordinate land use designations with soil and topographic characteristics, the protection of historical and natural resources, existing land uses, and the availability of public facilities.

Policy 3-2: Protect fish, birds, and wildlife habitats by preventing development on property designated as “environmentally sensitive” on the Comprehensive Plan Map.

Policy 3-3: Preserve and protect existing wetlands, ponds, seasonal pools, swales, greenways and open space into natural areas as they are developed.

RECOMMENDATIONS – Natural Resources

- Examine the design and use of materials in local streets for purpose of reducing impervious surfaces as much as possible without compromising safety and long-term maintenance.
- Promote the use of greenbelts for their filtration properties as a means to protect surface waters and wetlands from contamination.
- Invite the University Idaho Extension Office in the development review process when considering a land-use proposal in an environmentally sensitive area.



Chapter 7: Hazardous Areas

INTRODUCTION

Hazardous areas in the City are limited to floodplain areas of the Boise River and Indian Creek and hazardous waste sites. The Federal Emergency Management Agency (FEMA) has mapped the 500 and 100-year floodplains and floodways for the Boise River and Indian Creek. FEMA revised Caldwell's floodplain map in 2010.

BOISE RIVER FLOODPLAIN



Above: Boise River Floodplain

Below: Indian Creek Floodplain.

Bottom: Petroleum storage tanks.

A significant natural and scenic resource to the City is the Boise River, its floodplain and adjoining areas. These areas include the Boise River Canyon, Canyon Hill escarpment, and adjacent rim-top land including Canyon Hill cemetery, and old Highway 30 and the “silver” bridge span across the river channel. Urban encroachment has occurred into the river area including gravel extraction; agriculture; and street, freeway and utility crossings, but natural riparian areas offering habitat to plant and wildlife remain. The area offers tremendous opportunities for trails and natural recreational activities.

INDIAN CREEK FLOODPLAIN

Indian Creek and the systems of canals and drains associated with the creek have a historical, ecological and scenic significance. Unlike the Boise River, Indian Creek has been subject to extensive urban encroachment, with some portions of the creek piped underground. In 2008, a major section of the creek was exposed through the heart of downtown Caldwell, creating a new beginning for Indian Creek as an open space, trail and recreation amenity.



UNDERGROUND STORAGE TANKS

Another source of hazardous waste is underground storage tanks. In 2003, five active sites with leaking underground storage facilities are known and more may exist in the older sections of the downtown.

GOALS AND POLICIES – Hazardous Areas

GOAL 1: Prevent or limit development activity in areas considered hazardous.

Policy 1-1: Lessen the threat of harm to people and damage to property.

Policy 1-2: Restrict or prohibit uses which are dangerous to health, safety and property due to water or erosion hazards.

Policy 1-3: Control the alteration of natural flood plains, stream channels and natural protection barriers, which help accommodate or channel flood waters.

Policy 1-4: Prevent or regulate the construction of flood barriers, which will unnaturally divert flood water or which may increase flood hazards in other areas.

Policy 1-5: Enforce standards that prohibit construction in floodways and establish construction elevations in flood plains.

RECOMMENDATIONS – Hazardous Areas

- Encourage applicants and planners to consult with the appropriate agencies to determine acceptable levels of encroachment along the Boise River, Indian Creek, irrigation canals and drains, and other natural resources.
- Identify and mitigate abandoned underground storage tanks.
- Carefully review new amendments on proposed FEMA floodplain maps.



Chapter 8: Public Services, Utilities and Facilities

INTRODUCTION

The City of Caldwell provides for a wide range of services and facilities. The demand for and use of these facilities increases as the population grows. One of the important purposes of this Plan is to enable the City and others responsible for public facilities to do a more effective job of meeting their growing needs.



Above: Sign for Caldwell City Hall

Below: Carnegie Library; the Future Home of the Caldwell Veteran's Council.



Above: Canyon County Court House.

PUBLIC AGENCY OFFICES

The City, Canyon County and a number of other special purpose districts, state, federal, and quasi-public agencies have offices in Caldwell. These office space needs will likely increase, old buildings will be expanded or replaced, and agencies may move from one location to another. Both the agencies and the public they serve can benefit from better coordination, planning and joint endeavors to meet these space needs.

- City of Caldwell—The city has administrative offices, including City Hall, in the city center. Various public works facilities are located on the outskirts of town that house crews working on streets, parks, aviation, sewage treatment, and potable water.
- Canyon County—The campus containing the offices and facilities serving the people of Canyon County is located on the north end of the city center. An overcrowded jail is located on the campus and the County has plans to expand the jail.
- Canyon Highway District #4—The facility housing the highway district is located near the Exit 26 interchange of Interstate 84.
- State Government Offices— Several state government offices and facilities are located in Caldwell, including the Department of Health & Welfare, Southwest District Health, and Department of Labor. The University of Idaho also has an extension office and a business incubator in Caldwell.
- Federal Government Office—The most notable federal offices in Caldwell are the Department of Agriculture, Social Security Administration, Army National Guard, and the United States Postal Service.

CULTURAL AND SOCIAL FACILITIES

The City is enriched with a wide range of cultural and social facilities that support a wide variety of activities.

- Caldwell Public Library—The Caldwell Public Library offers a wide selection of books, movies, music, a local historical collection, and more. The library has programs for children, teens, and adults; free internet access for library card holders; a study room for small groups; and a meeting room for larger groups. Remote access to online resources, e-books and downloadable e-audiobooks makes library materials accessible 24/7. Caldwell Public Library is also a member of the [Lynx! Consortium](#), a cooperative of 11 Idaho libraries. Caldwell.
- Caldwell Events Center—Contains four separate venues: O’Conner Field House, Simplot Stadium, Charolias Barn, and the Arena. The events center is home to the Canyon County Fair, the Caldwell Night Rodeo and College of Idaho Football. The Events Center is planning a new parking lot on the north side of the Union Pacific Railroad.
- Caldwell Senior Center—Located at 1009 Everett Street, the senior center provides various recreation activities and meals for senior citizens throughout the area. The center also provides transportation services for its patrons.
- Treasure Valley YMCA—Built in 2005, the YMCA hosts various physical and social activities. The “Y” is conveniently located across Indiana Avenue from Caldwell High School and Brothers Park.



UTILITY FACILITIES

Water and sewage systems are a prerequisite to urban development in Caldwell. The Caldwell Water Department serves over 17,000 customers in the City and selected unincorporated areas. Some areas are unsuitable for development with septic tanks because of ground water or soil conditions. Considerable planning of engineering utility systems has taken place to coordinate all aspects of Caldwell's development, utility plans are made a part of this Plan by reference. The plans include:

- Dixie Interceptor Study for the south side of the City (2000).
- Franklin Sewer Study for the east side of I-84 (2001).
- Southeast Trunk Sewer Study (2002).
- Water System Master Plan (2002).
- Dixie Master Plan Update (2006).
- North Caldwell Sewer Study (2008).

Top: Caldwell Public Library.

Middle: Caldwell Night Rodeo.

Bottom: Treasure Valley YMCA.

POLICE DEPARTMENT

The Caldwell Police Department has 77 employees; 65 sworn officers and 12 support personnel. The police station was built in 2001 and is located at 110 S. 5th Ave. The building was designed and built to serve as a police department and has met the needs of the city very well. In addition to the downtown station the police department leases office space from Delta Storage located at 6617 E. Cleveland. This location serves as an office for the officers assigned to the south east areas of the city and reduces response times to calls in that area. The police department also owns a firearms training facility that serves the needs of both Caldwell police and Canyon County Sheriff's office.



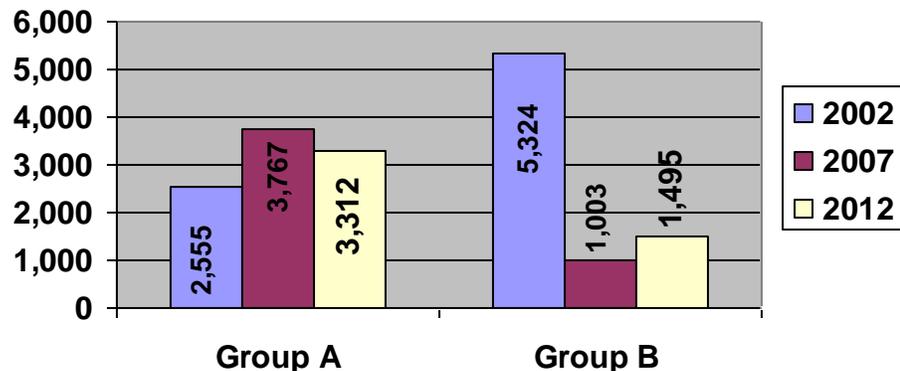
The department faces similar challenges as other law enforcement agencies in the valley; that being the growth in population, and the geographical size of the city. Planning has become an essential part of day to day activities; the goal being to continually update and improve the services that are provided to the public.



The city has seen a decrease in crime over the past ten years and the police department is working hard to assure that trend continues. That goal will be achieved through proper staffing, training, and a commitment to excellence in service to the community.

Exhibit #18 shows the difference in crime activity between 2002 and 2012. A "group A" offense is a homicide, burglary, rape aggregated assault, and robbery. A "group B" offense includes illegal drugs and weapons, and vandalism.

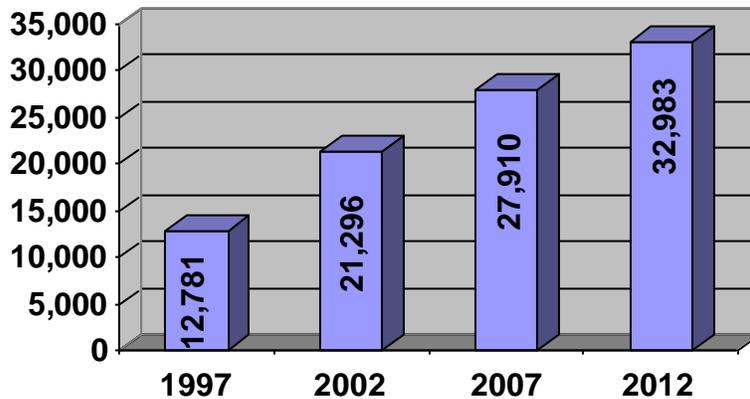
EXHIBIT #18: POLICING ACTIVITIES 2002-2012



Source: Caldwell Police Department, 2015

Exhibit #19 below highlights the police calls received in 1997, 2002, 2007 and 2012. Despite Caldwell's rapid population growth, calls for service between 1997 and 2012 (158% increase) have increased at a faster rate than population growth (113% increase).

EXHIBIT #19: POLICE CALLS FOR SERVICE, 1997-2012



Source: Caldwell Police Department, 2015

FIRE DEPARTMENT

The Fire Department serves the twenty-two square mile incorporated city area, as well as the Caldwell Rural Fire Protection District, an area of approximately 115 square miles. There are two stations operated by the department. Station 1, constructed in 1968, is located at 310 South 7th Avenue. In 2002, Station 2, located at 724 E. Ustick Road was constructed.

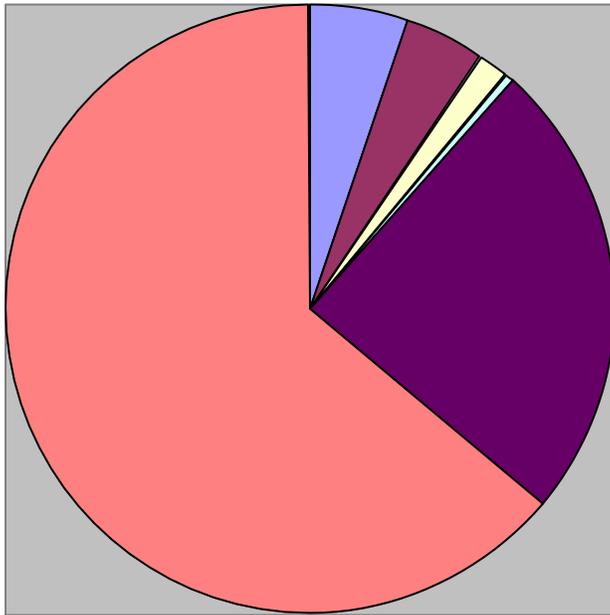


The department staff consists of thirty-nine (39) full time and ten (10) part-time employees. All full-time personnel are emergency medical technicians. The department provides first response emergency medical services, with transport service provided by Canyon County Paramedics. The department has a mutual aid agreement with all other Canyon County departments. In 2003, a broader mutual aid agreement was adopted that extends statewide and to adjacent states.

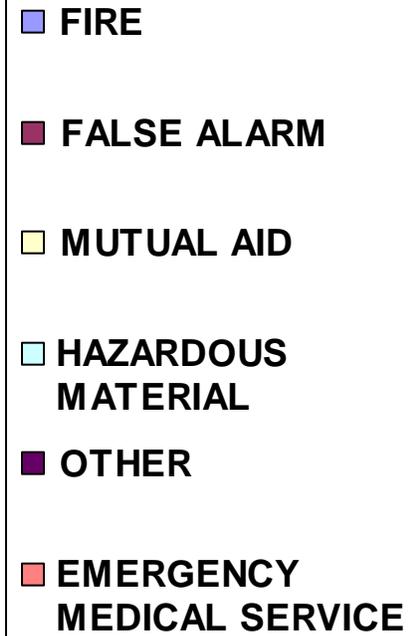


As the community grows, the department has responded to an increasing number of calls. From the years 2002 to 2014, the number of calls increased from 2,169 to 4,508 or 107.8%, while Caldwell's population rose 91% during this period of time. Exhibit #20 describes the types of calls received in 2014.

EXHIBIT #20. FIRE CALLS FOR SERVICE, 2014



Source: Caldwell Fire Department, 2015



Left: Station #2 on Ustick Road.

Below: Caldwell Fire Department Personnel.



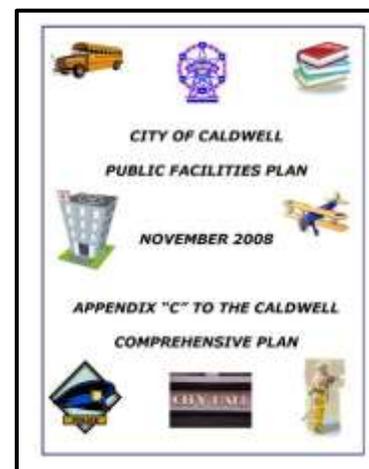
Calls to the Fire Department between 2002, 2007, 2012 and again in 2014 have exceeded the rate of population growth. In 2014, 63.8% of the fire calls were rescue, medical assistance and accidents, while only 5.3% pertained to structural fires. Exhibit #21 outlines the type of calls received during this period.

Exhibit #21. Fire Department Calls for Service, 2002-2014					
Incident Type	Explanation	2002	2007	2012	2014
Fire	Structure, Vehicle, Brush Fires	231	259	199	239
False Alarm	False Call, Smoke Detection Alarm Activated	182	218	214	197
Mutual Aid	Assistance to Other Departments	N/A	111	98	66
Hazardous Materials	Hazardous Clean-Up	N/A	29	42	27
Other	Personal Assistance, Smoke & Odor, Dispatch Cancelled	549	846	1,218	1,104
Emergency Medical Service	Rescue, Medical Assistance, Accidents	1,207	1,963	2,642	2,875
	TOTAL	2,169	3,426	4,413	4,508

New fire stations and staffing will be needed to meet the growing needs of the community. Fire station #3, near the Caldwell Industrial Airport, will be required within the next two years. If the present rate of growth continues, a fourth station at Orchard Avenue and Florida Avenue may be needed in the next five to eight years to improve response time in this region.

PUBLIC FACILITIES PLAN

In 2008, the City of Caldwell adopted its first Public Facilities Plan. The plan is designated as Appendix "C" to the Comprehensive Plan. The public facilities plan outlines the future needs of public buildings such as schools, fire stations, and libraries. The plan also contains a Future Acquisitions Map which identifies the future location of public facilities in Caldwell.



GOALS AND POLICIES – Public Services, Utilities and Facilities (Public Works)

GOAL 1: Ensure that there are adequate public services and infrastructure to meet the needs of the public.

Policy 1-1: Enforce the policies and implement the recommendations of the Public Facilities Plan. Require land developers to discuss land acquisition needs with a public agency whenever a new facility is necessary.

Policy 1-2: Provide for the orderly expansion of public services to meet the needs of population growth, and ensure that adequate infrastructure is in place to serve new development.

Policy 1-3: Coordinate efforts among public agencies in order to provide cost effective services to the public.

Policy 1-4: Maintain adequate levels of public facilities and services that will serve the diverse needs of the city.

Policy 1-5: Assure that a development provides adequate water supply for fire flow.

GOALS AND POLICIES – Public Services, Utilities and Facilities (Community Facilities)

GOAL 2: Optimize the public investment in utility services and facilities.

Policy 2-1: Accommodate additions and improvements to electrical utility facilities that enhance the capacity and reliability of regional resources.

Policy 2-2: Encourage the co-location and joint use of utility corridors and facilities.

Policy 2-3: Provide street and public right-of-way corridors for electric utilities.

GOALS AND POLICIES – Public Services, Utilities and Facilities (Public Safety)

GOAL 3: Provide for adequate public safety facilities and services.

Policy 3-1: Maintain and improve existing levels of service and response times.

Policy 3-2: Coordinate new development with an adequate level of public safety services and facilities.

Policy 3-3: Consider the impact on public safety services when considering a development application.

GOALS AND POLICIES – Public Services, Utilities and Facilities (Public Welfare)

GOAL 4: Protect the public, health, and general welfare of the citizens of Caldwell.

Policy 4-1: Require all new non-agricultural development in the Caldwell Area of Impact be connected to potable water and city sewer service.

Policy 4-2: Meet the requirements of local, state and federal water quality standards through a variety of practices and facilities.

Policy 4-3: Require new development to meet the City's public infrastructure design standards, and any other applicable public entity's adopted policies.

Policy 4-4: Protect the City's domestic water supply by insuring that new development utilizes pressurized irrigation systems for irrigation, unless the proposed development does not have water rights.

Policy 4-5: Require written approval from the applicable irrigation district on design and construction plans for irrigation systems prior to any construction commencing.

GOALS AND POLICIES – Public Services, Utilities and Facilities (Public Safety)

GOAL 5: Provide for a safe and secure community.

Policy 5-1: Access for emergency vehicles and responders should be given the highest priority in the design of new development.

Policy 5-2: Develop new neighborhoods with arterial and collector streets for co-lateral circulation, proper ingress/egress for emergency vehicles, including secondary routes, adequate street widths and turning spaces.

Policy 5-3: Assure that adequate lighting is installed in all developments.

Policy 5-4: Evaluate the design of new development for the long term impacts on the operation and enforcement of public safety.

Policy 5-5: Install built-in proactive fire protection systems (automatic fire sprinklers with fire alarm systems) when required by building and fire codes.

Policy 5-6: Ensure that street, parking and driveway designs are adequately sized to accommodate the turning radius of public safety equipment.

Policy 5-7: Eliminate fire hazards around structures.

Policy 5-8: Prohibit residential uses from developing near hazardous areas.

Policy 5-9: Prohibit hazardous uses from developing near residential areas.

RECOMMENDATIONS – Public Services, Utilities and Facilities

- Strive to maintain an Insurance Service Organization (ISO) rating of 3.
- Involve public safety departments in the review and design of new parks and pathways.
- Periodically analyze and monitor the fairness and adequacy of impact fees for public safety and recreational services.
- Amend parking regulations to require lighting in parking lots.
- Ensure that there are adequate water/sewer systems by planning for short- and long-term water and sewer expansion projects. Such projects would include main extensions, reservoir and lift station construction, upsizing existing mains and expansion of the wastewater treatment facility.
- Design infrastructure to accommodate multiple functions including stormwater management, habitat needs, and community recreation.
- Implement and periodically update the Public Facilities Plan (Appendix “C”).



Chapter 9: Transportation

INTRODUCTION

The City of Caldwell has approximately 229.50 miles of streets. 5.4 miles are unpaved and many more are without curb, gutter, and sidewalk. There are a number of streets that do not currently connect to nearby streets. Some roadway surfaces have pavement in poor condition. For several, regular chip sealing and crack filling maintenance activities have extended the pavement life. In some cases, many years of chip sealing has elevated the road section incrementally resulting in steep transitions from the pavement to the gutter plate. This problem is also apparent at valley gutter crossings meant to convey street drainage from one block to the next.



As Caldwell continues to experience population growth, increased demands will be placed on the transportation system. If present trends continue, demand will be generated, not just from the numbers of new households, but from the increase in the number of vehicles per household and miles driven. As the population and travel volumes increase and travel patterns change, existing roads will become congested. Modifications to these routes will be necessary in order to create an efficient transportation system. In addition, assessing the need for new and expanded streets to meet future needs is critical, including preserving corridors, setback standards and access control.



Top: Interstate 84 east of Caldwell.

Above: Main Street, 1950's

Below: Main Street, 2015



MODES OF TRANSPORTATION

STREETS

Street improvements are required for all development within the City and the City has adopted minimum engineering and design standards to guide the required improvements. In residential areas street improvements include curbs, gutters, lighting, storm sewers and sidewalks and are made as part of the initial infrastructure development of all new subdivisions. In addition, the City requires a traffic study for new development that generates over 1,000 trips per day to ensure that the capacity of transportation system is not exceeded and the impacts of development on the system can be mitigated.

In 2002, the City of Caldwell participated with Canyon County, other cities and highway districts in the preparation of the "Canyon County Long Range Transportation Plan". As part of that plan, a consistent system for classification of streets and highways among the participating jurisdictions was created. This work is taking a step further through the development of a City Street & Highway Master Plan that addresses issues of connectivity, access control and standards for street design.



Caldwell's street system is influenced by the state and federal highway system. A major interstate highway, I-84, passes through Caldwell. State highways 19, 20/26, and 55 also go through the City. Exhibit #22 below identifies the Average Daily Traffic (ADT) count on the State and local highways.

<u>Exhibit 22. Average Daily Traffic, Arterial Highways, 2008-2014</u>		
<u>Highway</u>	<u>2008</u>	<u>2014</u>
<u>Interstate 84 @ Exit 26</u>	<u>27,000</u>	<u>28,563</u>
<u>Interstate 84 @ Ustick Rd.</u>	<u>40,239</u>	<u>46,716</u>
<u>Centennial Blvd. @ Highway 19</u>	<u>12,375</u>	<u>13,908</u>
<u>Highway 20/26 @ Middleton Rd.</u>	<u>7,515</u>	<u>8,833</u>
<u>Highway 55 @ Lake Avenue</u>	<u>N/A</u>	<u>15,949</u>
<u>10th Avenue @ Arthur Street</u>	<u>16,128</u>	<u>15,781</u>
<u>21st Avenue @ Chicago Street</u>	<u>9,600</u>	<u>12,773</u>
<u>Ustick Road @ Cleveland Blvd.</u>	<u>6,106</u>	<u>6,996</u>

A significant challenge in maintaining the integrity of the street and highway system arises in the developing areas along the state highways 20/26 and 55. Limiting access, improving traffic control, and preserving right-of-way within these corridors will be essential for these highways to continue to perform their regional travel function. Collector roads should be built parallel to both highways for the purpose of providing business access.



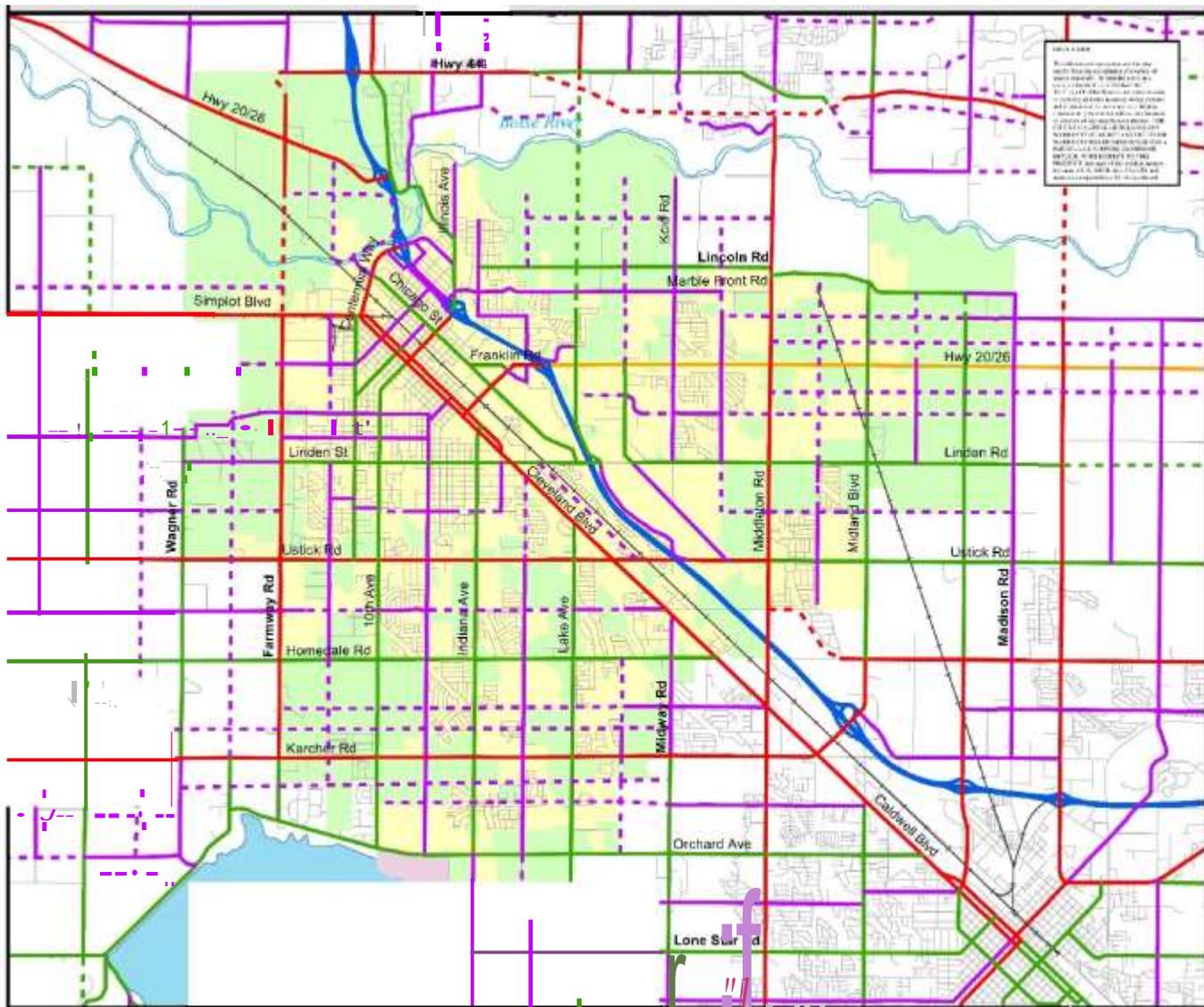
Land use strategies identified in this plan call for the creation of more walkable, less auto-dependent neighborhood development. In order for this to happen, the City will need to adopt updated street standards, and place greater emphasis on planning for interconnectivity and non-motorized systems.

Exhibit #23 below identifies the functions, design and right-of-way requirements of the street classifications adopted by the City. Exhibit #24 on the following page identifies the functional street classification system within the City of Caldwell.

Exhibit #23. Functional Street Classifications						
Street	Function	Right-of-Way Width (Min.)	Pave-ment Width (Min.)	Sidewalk Width	Number of Lanes	Typical Volume
Principal Arterial	<ul style="list-style-type: none"> • Serve longer trips and carry through traffic state-wide or interstate travel. • Are heavily traveled and provide high speeds. • Require a higher design standard. • Access control to adjacent land uses. 	90'-240'	66'	5'	4-5	10,000+
Minor Arterial	<ul style="list-style-type: none"> • Link cities and major traffic generators and form an integrated network providing interstate or inter-county service. • Are spread at intervals sufficient to serve developed area. • Provide for relatively high overall speeds with minimum interference. 	66'-80'	49'	5'	2-4	2,500-10,000
Collector	<ul style="list-style-type: none"> • Serve short, more local trips. • May penetrate neighborhoods, distributing trips from the arterial. • Collect local trips in residential neighborhoods and channel it to arterials. • Provide a street grid in the core area. 	60'	41'	5'	2	500-5,000
Industrial	<ul style="list-style-type: none"> • Designed and located to enhance the movement of vehicles having destinations in the industrial areas. • Allowing adequate turning movements and unobstructed views to facilities on the industrial land. 	80'	52'	4'	2	Varies
Local	<ul style="list-style-type: none"> • Provide direct access to homes. • Provide access to higher order streets. • Designed for low volume. 	56'	37'	4'	2	Under 1,000

FUNCTIONAL STREET CLASSIFICATION MAP

City of
Caldwell



NOTES:
1. This map is intended to provide a general overview of the functional street classification for the City of Caldwell. It is not intended to be used for engineering or legal purposes. For more information, please contact the City of Caldwell Planning Department.

- Legend**
- Street Classification
- Interstate
 - Proposed Interstate
 - Expressway
 - Proposed Expressway
 - Principal Arterial
 - Proposed Principal Arterial
 - Minor Arterial
 - Proposed Minor Arterial
 - Collector
 - Proposed Collector
 - Local Roads
 - Boise River
 - Impact Area

Proposed Impact Area

Scale: 1 inch = 1 mile

0 0.75 1.5
F====!=====IMiles

EXHIBIT#24

RAILROAD

The Union Pacific Railroad mainline operates through the center of the city. No passenger service is provided. Freight service is very busy in Caldwell. Approximately, forty to forty-five freight trains a day pass through the community. Fifteen at-grade street crossings are an ever present safety hazard and inconvenience to motorists. The Union Pacific Railroad is constantly filled with traffic heading to Portland and Pocatello. At Pocatello, the railroad branches out and carries traffic to Salt Lake City and Chicago.



Above: Union Pacific Railroad Engine.

The lack of passenger rail service in Caldwell limits transportation options. Regional (Amtrack) and local (commuter) rail services would be beneficial by providing a viable alternative to the automobile. Financing for these systems can be quite complex and costly to local residents. The City should weigh the cost of these services with the benefits derived before passenger rail service is supported in Caldwell. This plan supports a detailed valley-wide study of commuter rail service.

Below: Valley Regional Transit Bus.

BUS SERVICE

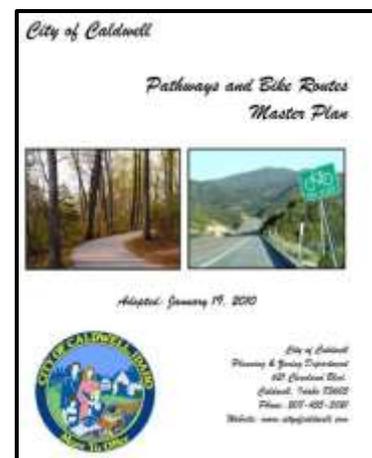
Bus service within the city and to outlying communities is also available through Valley Regional Transit (VRT). VRT operates fixed line services in the cities of Caldwell and Nampa, as well as a demand response service for elderly and disabled persons. The fixed line route through the City of Caldwell operates on an hourly basis, Monday through Friday. Four park and ride lots are provided within the community for commuters to carpool or vanpool to work locations outside the City. The city will be working with VRT to develop a long-range plan for future bus routes in Caldwell.



Bottom Left: Caldwell Greenbelt

PATHWAYS AND BIKE ROUTES

Sidewalks exist in many neighborhoods and are required in new development. Trails, walking paths, and bike lanes for non-motorized transportation are planned in the 2040 Bicycle and Pedestrian Master Plan (Appendix "D"). Bikeways and walking paths are currently limited to particular neighborhoods. Implementation of the Master Plan is a high priority. The Pathways and Bike Routes Committee recently completed several major revisions to the master plan.



SPECIFIC NEEDS AND OBJECTIVES



Based on planning and engineering staff’s knowledge and expertise, and previous analysis completed for the Long Range Transportation Plan and the Downtown Revitalization Study, a list of specific actions and relative priority has been identified. The project list appears in Exhibit #25 on the three following pages and is based on the following criteria for ranking:



- Class A – Short Range: Specific needs and objectives within this classification include those that have an immediate high priority and are short term with a projected time frame for implementation of approximately two years. Specific needs that are ongoing may also fall within this category.
- Class B – Medium Range: Specific needs and objectives within this classification include those that have a high priority and are medium term with a projected time frame for implementation within five years.
- Class C – Long Range: Specific needs and objectives within this classification include those with a priority that is significant but less urgent. Implementation is considered long term with time frame projections within 10 years.
- Class D – Super-Long Range: Specific needs and objectives within this classification include those with a long term priority. Implementation is very long range in nature with a time frame for projects exceeding 10 years.

Exhibit #25. Transportation Needs Assessment		
Number	Specific Transportation Needs	Priority
1.	Roundabout @ Intersection of SH19 and I-84B (Centennial Way).	A
2.	Roundabout @ Intersection of Middleton Rd. and Ustick Rd.	A
3.	Improve 10th Avenue bridge over Indian Creek, including a pedestrian underpass.	A
4.	Plymouth Street bridge replacement.	A
5.	Lincoln Elementary School safe routes to school improvements.	A
6.	Downtown Streetscape improvements.	A
7.	Rose Garden Hill bridge replacement/	A
8.	Homedale Road Low Line Canal crossing replacement.	A
9.	21st Avenue widening between Cleveland Blvd. and Chicago Avenue.	A
10.	Traffic signal optimizer project.	A

Exhibit #25. Transportation Needs Assessment, cont'd.

Number	Specific Transportation Needs	Priority
11.	Ustick Road widening between Montana Avenue and Cleveland Blvd.	B
12.	Intersection improvements on Ustick Road at the intersections of Florida Avenue and Lake Avenue.	B
13.	Implement quiet zone at downtown railroad crossings.	B
14.	Intersection improvements at Linden Street and Aviation Way.	B
15.	Intersection improvements at Indiana Avenue and Homedale Road.	B
16.	10th Avenue corridor improvements between railroad and I-84.	B
17.	Montana Avenue corridor improvements between Linden Street and Spruce Street.	B
18.	Intersection improvements at Linden Street and Chicago Avenue.	C
19.	10th Avenue corridor improvements between Ustick Road and Jefferson Middle School.	C
20.	Former Indian Creek Channel bridge removal at 5th Avenue and 7th Avenue.	C
21.	Intersection improvements at Linden Road and Middleton Road.	C
22.	Intersection improvements at Homedale Road and Florida Avenue.	C
23.	Traffic signal at the intersection of Kimball Avenue and Logan Avenue.	C
24.	Arthur Street and Indian Creek bridge replacement.	C
25.	Intersection improvements at Kimball Avenue and Linden Street.	C
26.	Intersection improvements at Ustick Road and Montana Avenue.	C
27.	Chicago Avenue corridor improvements between 10th Avenue and 12th Avenue.	C
28.	Paynter Avenue corridor improvements between Garber Street and 5th Avenue.	C
29.	4th Avenue and Indian Creek bridge replacement.	C
30.	Kimball Avenue corridor improvements between Linden Street and Beech Street.	C
31.	Kimball Avenue corridor improvements between Logan Avenue and Linden Avenue.	D
32.	Spruce Street corridor extension and improvements between Montana Avenue and 10th Avenue.	D
33.	Intersection improvements at Cleveland Blvd. and Florida Avenue.	D

Exhibit #25. Transportation Needs Assessment, cont'd.

Number	Specific Transportation Needs	Priority
34.	Indiana Avenue corridor improvements between Linden Street and Ustick Road.	D
35.	Construct a grade separated crossing at 21st Avenue and the Union Pacific railroad.	D
36.	Construct a grade separated crossing at Ustick Road and the Union Pacific railroad.	D
37.	Reroute Linden Street and Smeed Parkway around the Caldwell Industrial Airport runway extension project.	D
38.	Airport Avenue corridor improvements between Linden Street and Ustick Road.	D
39.	Lake Avenue corridor improvements between Cleveland Blvd. and Karcher Road.	D
40.	Chicago Avenue corridor extension from Centennial Way to Highway 20/26.	D

Source: Caldwell Public Works, 2015

GOALS AND POLICIES – Transportation

GOAL 1: Provide for the efficient, safe, and cost-effective movement of people and goods.

Policy 1-1: Maximize the benefits to the public from transportation expenditures.

Policy 1-2: Seek developer participation in roadway improvement costs that are uniquely attributable to new development.

Policy 1-3: Ensure that road construction meets the City's adopted public road standards. Allow a reduction in rights-of-way width when reviewing PUDs, and other developments when the proposed reduction would not compromise the safe movement of traffic.

Policy 1-4: Design local streets in a manner that provides good interconnectivity as well as connectivity to adjacent developments.

Policy 1-5: Cul-de-sacs are discouraged in situations where the road can be extended to intersect with a nearby local street.

Policy 1-6: Preserve roadway corridors as development occurs.

Policy 1-7: Cross-access easements should be utilized in commercial developments.

GOALS AND POLICIES – Transportation

GOAL 2: Protect public safety and the environment.

Policy 2-1: Ensure that lots have sufficient frontage and/or accessibility to public streets to mitigate public health and safety concerns.

Policy 2-2: Whenever financially feasible, provide overpasses at railroad crossings.

Policy 2-3: Provide traffic signals and/or roundabouts at major intersections.

GOALS AND POLICIES – Transportation

GOAL 3: Create more cohesive, interconnected and walkable neighborhoods.

Policy 3-1: Require public street systems for new residential subdivisions and manufactured home developments to connect with existing local streets or to provide for future interconnections in the City's planned street system.

Policy 3-2: Encourage new residential development to incorporate safe and interconnected bicycle and pedestrian ways in their platting efforts as an alternative mode of transportation.

Policy 3-3: Upgrade older sidewalks and build new sidewalks in locations where they do not currently exist.

GOALS AND POLICIES – Transportation

GOAL 4: Promote healthy lifestyles including pathways as a means to enhance connectivity.

Policy 4-1: Strive to develop a system of transportation connectivity that integrates roads, pathways, and waterways to maximize biking, walking, and recreation pursuits.

Policy 4-2: Connect public gathering places, institutions, and employment centers together through pathway systems.

GOALS AND POLICIES – Transportation

GOAL 5: Protect the integrity of arterial corridors.

Policy 5-1: Preserve the integrity of Highways 55 and 20/26 as high-speed corridors with multi-modal capacity and access management control.

Policy 5-2: In order to minimize the number of driveway approaches, create alternative access points when developing property along a principal arterial road.

Policy 5-3: Provide adequate right-of-way for arterial highway needs.

GOALS AND POLICIES – Transportation

GOAL 6: Encourage the use of public transportation and alternatives to the automobile while increasing transportation linkages

Policy 6-1: Encourage route planning with Valley Regional Transit that maximizes employee access to the City's major employment centers.

Policy 6-2: Support increased bus transportation options in the City of Caldwell.

Policy 6-3: Support upgrades in Caldwell's public transportation infrastructure.

Policy 6-4: Encourage alternative transportation forms such as public buses, carpooling, bicycling, and walking. Encourage "park-and-ride" areas and the multiple uses of transportation right-of-way.

RECOMMENDATIONS – Transportation

- Adopt and enforce an access management policy to eliminate unnecessary multiple access points.
- Study the feasibility of a commuter rail service from Caldwell to downtown Boise and the Boise Airport.
- Work with ITD to provide for frontage/backage roads and limited access into the development design along State highways.
- Adopt dimensional standards for commercial lot development north and south of Karcher Road that preserve right-of-way for a multi-lane highway and frontage road with landscaping.
- Adopt standards for parking and street sections that strike a balance between safe access and transportation, adequate parking, fire safety and support for pedestrian circulation.
- Preserve and protect future transportation corridor right-of-way through continued communication and coordination with highway districts, Department of Transportation, COMPASS, and local governmental agencies.
- Revise the Pathways and Bike Routes Master Plan and include a master plan for constructing new sidewalks on classified streets.



Chapter 10: Recreation

OPEN SPACE INVENTORY



The City is fortunate in having well-used and maintained parks that provide a variety of amenities. Standard facilities are available within the City such as sports fields, courts, playgrounds and picnic grounds; as well as unique features including a municipal pool, skate park, rose garden and exhibits of historic significance. Additionally, natural features such as the Boise River, Indian Creek, Dixie Drain and the rock outcroppings and escarpment of Canyon Hill provide natural open space and recreation opportunities.



Above: Rose Garden in Luby Park.

As of 2015, the City has approximately 330 acres of total park land. It has been a policy of the city for the past 15 years to have 6.5 acres of park land for every 1,000 residents. Despite experiencing an enormous amount of population growth, we have been fortunate to generally fulfill this policy thanks to park impact fees which covers the cost of acquiring and building new parks throughout our city.

Below: Caldwell Municipal Pool in Memorial Park.



In addition to the numerous parks, the City Parks and Recreation Department maintains all open space in street medians, around the freeway interchanges and at the airport. A full-time City Forester maintains the urban forest and reviews the planting of appropriate species in new development.

City parks are broken down into three distinctive categories:

1. Regional parks are typically the largest parks and attract people from all parts of Caldwell and even from other communities.
2. Community parks are the average Caldwell park that provides various forms of recreation activities. They typically attract people from all throughout Caldwell or from a very specific neighborhood.
3. Neighborhood parks are the smallest parks, offer a limited number of activities and are frequented mostly by people who reside nearby.

The 2015 inventory of City park land is shown in Exhibit #26 on the following page.

Exhibit #26. City Parks, Acreage Inventory

Regional Parks	
Brother's Park	33.82
Caldwell Event's Center	18.91
Griffith's Park	29.94
Mallard Park	29.55
Skyview Park	25.50
Whittenberger Park	15.68
TOTAL	153.40
Community Parks	
Curtis Park	20.14
Greenbelt Park	1.50
Indian Creek Park, including: Indian Creek Plaza, Pioneer Plaza and Denso Gardens	6.89
Luby Park	22.18
Memorial Park	21.50
Rotary Pond Park	33.60
Eldredge Park	7.32
Ustick Park	15.05
Idaho Veteran's Garden	1.99
TOTAL	130.17
Neighborhood Parks	
Jaycee Park	3.03
Sebree Park	5.12
Serenity Park	1.76
Water Tower Park	2.50
TOTAL	12.41
GRAND TOTAL	295.98



Above: Mallard Park, Regional Park

Below: Curtis Park, Community Park

Bottom: Sebree Park, Neighborhood Park



Source: Caldwell Parks Department, 2015

In addition to the 295.98 acres of existing parks maintained by the city and open to the general public, the city also owns over 38 acres of undeveloped property that will be developed into public open space in the near future.

Exhibit #27 below identifies properties that have been purchased by the city, but have not yet been developed or are currently under development as usable public open space.



Above: Family Values Park is currently under construction behind the Treasure Valley YMCA. The park should be open to the public in 2016.

Below: Caldwell Public Works Director Brent Orton observing the site of a future pedestrian bridge over the Boise River as part of the greenbelt expansion to Curtis Park.



Exhibit #27. Future City Parks, Acreage Inventory	
Regional Parks	
Caldwell Events Center Expansion	9.12
TOTAL	9.12
Community Parks	
Greenbelt Park Expansion to Curtis Park	10.39
Indian Creek Park Expansion to Greenbelt Park	3.09
Indian Creek Park Expansion to East (Sundowner)	1.48
TOTAL	14.96
Neighborhood Parks	
Caldwell School District Park	9.82
Vallivue School District Park	4.58
TOTAL	14.40
GRAND TOTAL	38.48

Source: Caldwell Parks Department, 2018

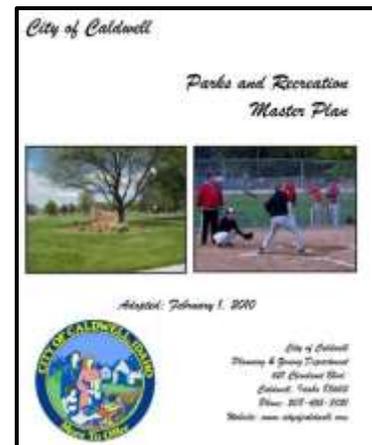
The city currently owns a grand total of 334.46 acres of developed and undeveloped park land. To meet the city's policy of providing 6.5 acres of park land for every 1,000 residents, we should have 335.99 acres of land, or an additional 1.5 acres of park land, to meet the city's current population of 51,691 residents.

PARKS AND RECREATION MASTER PLAN

In 1999, the City of Caldwell adopted its first Parks and Recreation Master Plan. In July 2004, future park needs were assessed in the Park and Recreation Impact Fee Study. This study identified future park needs in light of financial feasibility. The study determined the previously mentioned standard of establishing 6.5 acres of park land per 1,000 residents be adopted as City policy. In September 2004, development impact fees were approved based on this standard that will fully fund, including land acquisition and improvements, the new parks that are needed to meet the expected future population growth.

In 2010, the City revised the Parks and Recreation Master Plan. The plan calls for the creation of three (3) new regional parks, eight (8) community parks, and one (1) neighborhood park by the year 2035. For more details on the future plans for our parks and recreational programs, please read the Parks and Recreation Master Plan (Appendix E).

This Plan recommends that the Parks and Recreation Master Plan be updated to forecast future needs for the City's parks system to the year 2040.



GOALS AND POLICIES – Recreation

- GOAL 1: Develop and preserve parks, green belts, and recreation facilities to meet the diverse needs of a growing community.
- Policy 1-1: Provide increased recreational facilities and opportunities for all citizens.
- Policy 1-2: Establish parks and open space areas that will support new areas of residential growth.
- Policy 1-3: Develop a pathway system for non-motorized use that will provide linkages between recreational sites and between residential neighborhoods and service areas.
- Policy 1-4: Utilize existing natural areas along the Boise River and Indian Creek for public use wherever appropriate and safe.
- Policy 1-5: Follow guidelines for parks, recreation and open space development based on the National Recreation and Parks Association (NRPA) and the City of Caldwell Parks and Recreation Master Plan.
- Policy 1-6: Protect wildlife by encouraging development practices that preserve and protect habitat areas.
- Policy 1-7: Achieve a ratio of 6.5 acres of public parks for every 1,000 residents.

GOALS AND POLICIES – Recreation

GOAL 2: Support public and private parks and recreation systems that promote healthy lifestyles by offering active and passive recreational opportunities.

Policy 2-1: Incorporate pathways, ponds, and irrigation features into park designs.

Policy 2-2: Require land developers to install pathways and bicycle facilities that are consistent with recommendations of the Pathways and Bike Route Master Plan.

Policy 2-3: Encourage new public and private recreational features through the special use permit process.

Policy 2-4: Promote the incorporation of bike paths into the construction and reconstruction of roadways, where feasible.

RECOMMENDATIONS – Recreation

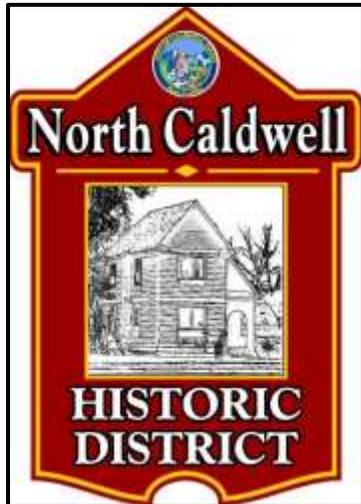
- Monitor the development of interconnecting trails and pathways between residential developments, schools, parks, YMCA, and/or commercial areas.
- Implement the Parks and Recreation Master Plan.
- Implement the Pathways and Bike Routes Master Plan.
- Acquire areas suitable for parks, trails, recreational sites and greenbelts in accordance with the plan.
- Create standards for open space amenities.
- Expand maintenance of existing parks.



Chapter 11: Historic Sites and Districts

HISTORIC PRESERVATION

Caldwell's historic neighborhoods and buildings are an important ingredient in the City's identity and heritage. Historic preservation is not just the recognition and designation of individual structures and sites but is also the identification of all of these positive elements, past, present and future, which constitutes the fabric of a community and contribute to the benefit and welfare of its citizenry. The historic sites and districts of Caldwell are a valuable community resource, requiring careful monitoring and stewardship.



There are three historic districts, six historic buildings, one historic structure, and four historic residences recognized on the National Register of Historic Places in 2015. The districts include the North Caldwell Historic District, the Caldwell Historic District, located in downtown Caldwell, and the Caldwell Residential Historic District east of downtown (also known as the Steunenberg District). For a complete list of sites on the National Register, see Exhibit #28 on page 87, while Exhibit #29 identifies historic property sites.

In 1979, the North Caldwell Historic District was placed on the National Register. Being only two square blocks in size, the district is very small and only contains six buildings. This District was the original site of the College of Idaho and the only district in Caldwell on the north side of the railroad.



Above: 712 Main Street, 1890's

The Caldwell Historic District was adopted in 1982. Of the original fourteen buildings listed in the district, two were lost to fire or torn down. In 1988, the City drafted design guidelines for a local historic district that expanded the national district designation to include a total of thirty eight buildings. Unfortunately, this district was never adopted by the City Council as a local historic preservation district.

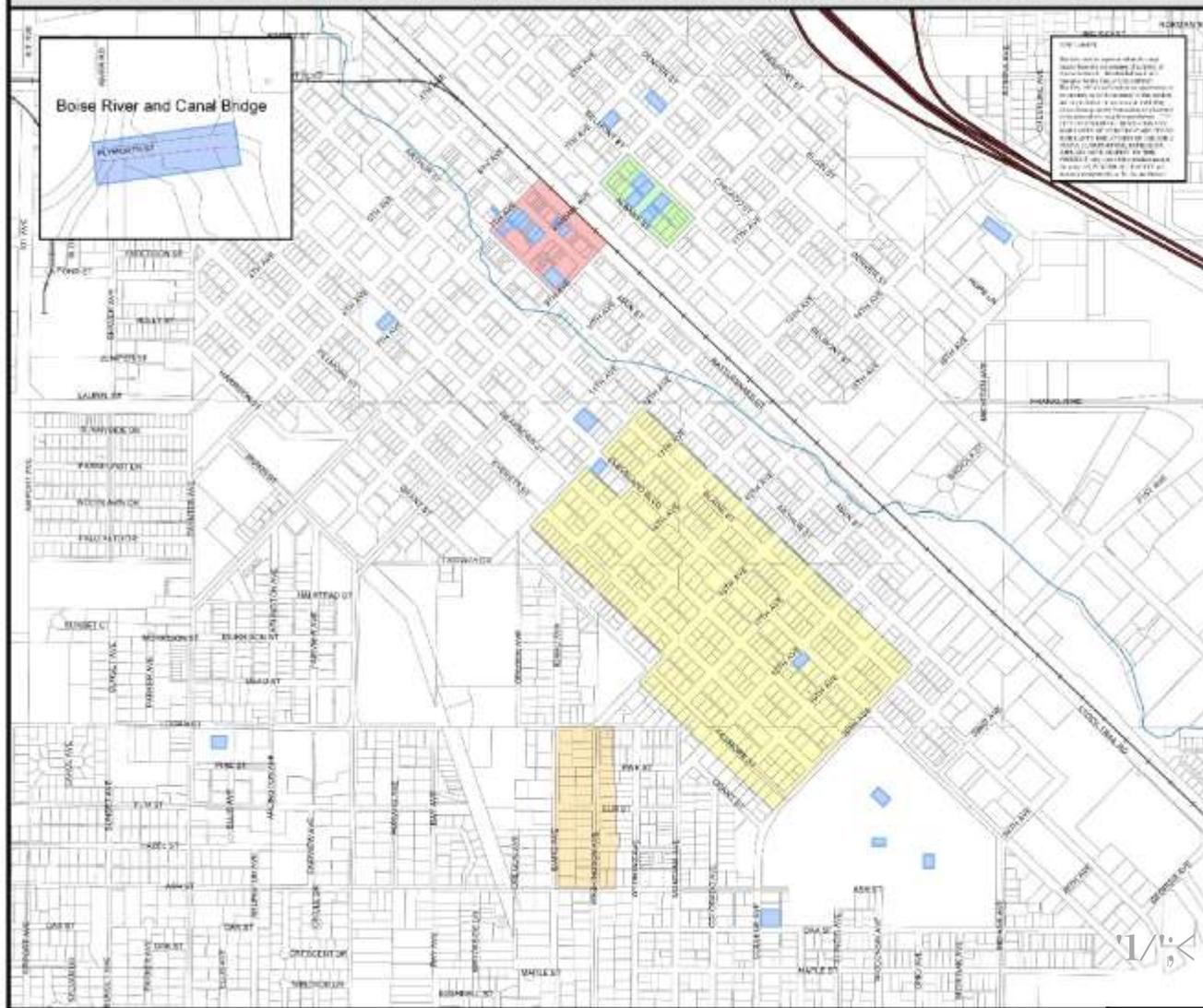
In August 2002, the City adopted a local historic preservation district for the residential area east of the downtown. The Steunenberg Residential Historic District, which also happens to be on the National Register, is generally located between Blaine and Fillmore Streets and 12th and 20th Avenues, between downtown Caldwell and the College of Idaho. The District consists of 35 blocks containing over three hundred properties, of which approximately 75% are contributing structures. This district is one of the few nearly intact, early twentieth century residential neighborhoods in the State of Idaho.

Exhibit #28. Properties on National Register of Historical Places

District	Site	Location	Year Built
Caldwell Historic District	Commercial Building	702/704 Main Street	1903
	Steunenberg Block	706/708 Main Street	1906
	Egleston Block	710 Main Street	1906
	Oakes Brothers Store	720 Main Street	1905
	Harmon Building	722/724 Main Street	1896
	Ballantyne Building	802 Main St. & 104 N. Kimball Ave.	1910
	Western Building	105-111 S. Kimball Ave. & 803 Main St.	1903
	Caldwell News	114 S. 7th Avenue	1903
	Waldorf	113-117 S. 7th Avenue	1906
	Lowell Building	701-705 Arthur Street	1907
	U.S. Post Office	823 Arthur Street	1932
North Caldwell District	Isaacs House	823 Albany Street	1889
	Boone House	816 Belmont Street	1890
	Blatchley House	833 Belmont Street	1889
	Presbyterian Church	901 Albany Street	1887
	Presbyterian Parsonage	210 N. 9th Avenue	1887
	Johnson-Baker House	904 Belmont Street	1895
Steunenberg District	F.F. Beale House	1802 Cleveland Blvd.	1923
	Samuel & Ora Miller House	1204 Cleveland Blvd.	N/A
Other Buildings and Structures	Blatchley Hall	College of Idaho Campus	1909
	Sterry Hall	College of Idaho Campus	1909
	Carrie Adell Strahorn Library	College of Idaho Campus	1925
	Henry & Ida Dorman House	114 Logan Street (PEO Chapter House)	N/A
	John C. Rice House	College Avenue & Oak Street	1896
	Caldwell Carnegie Library	1101 Cleveland Blvd.	1913
	Thomas K. Little House	703 Belmont Street	1896
	Caldwell Odd Fellows Home	720 N. 14th Avenue	1920
	St. Mary's Catholic Church	616 Dearborn Street	1907
	A.K. Steunenberg House	409 N. Kimball Avenue	1904
Boise River & Canal Bridge	Plymouth Street @ Boise River	1922	

Source: National Register of Historic Places, 2015

Caldwell Historic Sites in National Register of Historic Places



City of Caldwell

Legend

- Interstate
- Railroad
- Indtan Creek

Historic Register Places

Caldwell Historic District

North Caldwell Historic District

Steunenberg Residential Historical District

Potential Local Historic District

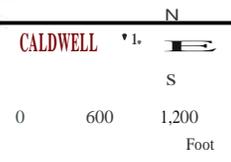


EXHIBIT #29

Scores of sites and buildings within the City qualify as candidates for nomination to the National Register. They are scattered throughout the original town site and core area of the community. Other sites and structures of importance are located throughout the City.

These sites may be eligible for placement on the National Register and have been endorsed for preservation by the Caldwell Historic Preservation Commission. Great care should be observed if a development or change in land use is proposed at or adjacent to one of these sites listed on the following three exhibits (#30, #31 and #32).



The Boise & Inter-Urban Railway provided passenger service from Caldwell to all major cities in the Treasure Valley in the early 1900's

Exhibit #30. Sites of Historic Significance		
Site	Location	Description
River Canyon	Boise River	Native American Sites
Oregon Trail	Boise River	Crossing Location
Oregon Trail	Canyon Hill	Rope Burns Down Draw
Oregon Trail	Rice Avenue	Wagon Ruts
Oregon Trail	Polk Avenue	Wagon Ruts
Diversion Dam	Plymouth Street & Highway 30	Farmer's Ditch
Diversion Dam	Plymouth Street & Highway 30	Riverside Canal
Old Highway 30	North of Silver Bridge	Original U.S. Highway 30
Original Caldwell Golf Course	Rio Vista Subdivision	Sand Traps and Greens
Fairview Golf Course	10th Avenue & Logan Street	Known as Lake Howard
Canyon Hill Cemetery	Canyon Hill	Oregon Trail Ruts
Canyon Hill Cemetery	Canyon Hill	Mary Cox- 1st Marked Grave
Canyon Hill Cemetery	Canyon Hill	Gov. Steunenberg Grave
Curtis Park	Boise River & River Road	Boise River
Memorial Park	Kimball Avenue & Grant Street	First City Park
Sebree Park	11th Avenue & Fillmore Street	
Intra-Urban Tracks	Citywide	Train Rails
Waterwheel	Indiana Avenue & Fair Oaks Drive	Pioneer Irrigation Ditch
Intra-Urban Bridge	Boise River	Bridge Supports

Exhibit #31. Buildings and Structures of Historic Significance

Site	Location	Description
Barn	Marble Front Road	
Boone Church	Dearborn Street & 14th Avenue	
Church	Kimball Avenue & Paynter Avenue	
Lincoln School	12th Avenue & Grant Street	
Old Washington School	15th Avenue & Fillmore Street	
Old Van Buren School	516 N. 11th Avenue	
St. David's Episcopal Church	Arlington Avenue	West Valley Medical Center
Caldwell Railroad Depot	701 S. 7th Avenue	Built in 1906
Old Mill Block	Kimball Street & Albany Street	Pacific Hotel
Glen Evans Business	Paynter Avenue	Fly Fish Factory
Caxton's/Roe/Lilly/Swift	300 Block of Main Street	Historic Industries
Gas Station	6th Avenue & Main Street	Art Deco Design
Commercial Buildings	Cleveland Blvd. & Indiana Avenue	Tourist Cabins
Old KCID Radio Station	Kimball Avenue & Grant Street	Art Deco Design
Old KCID Radio Station	10th Avenue & Cleveland Blvd.	
Lake Lowell Pavilion	Linden Street & Indiana Avenue	Apartment Complex
College Heights Grocery	Maple Street & Indiana Avenue	
Octavia Walker House	Marble Front Road	Stage Stop
Dakan Funeral Home	Kimball Street & Dearborn Avenue	Spanish Revival Design
Water Tower	Canyon Hill	
Rose Garden	Luby Park	Opened in 1933
The Hat	College of Idaho	Intra-Urban Rail Line
Crookham Warehouse	Dearborn Street & 9th Avenue	Pennywise Warehouse



Exhibit #32. Neighborhoods of Historic Significance

Street(s)	Location	Plat
Fairview Avenue, Arlington Avenue & Ellis Avenue	Grant Street to Logan Street	Arlington Addition
Arlington Avenue & Ellis Avenue	Hazel Street to Linden Street	South Kimball Addition
Howard Avenue	Logan Street to Ash Street	Dorman's Lakeview Addition
Idaho Avenue & Washington Avenue	Fillmore Street to Linden Street	Pasley Subdivision

GOALS AND POLICIES – Special Sites (Historic Sites & Districts)

- Goal 1: Harmonize new development to blend into a historically sensitive property.
- Policy 1-1: New development should be designed and constructed to complement historic features in areas of historical significance.
- Policy 1-2: Integrate historic and cultural resources in the development review process.

GOALS AND POLICIES – Special Sites (Historic Sites & Districts)

- Goal 2: Protect and enhance the historical resources that represent elements of the City's cultural and architectural history.
- Policy 2-1: Support the Historic Preservation Commission in its efforts to preserve buildings and sites that have historical and architectural value.
- Policy 2-2: Protect those areas that define a sense of community and serve as visible reminders of Caldwell's history, architecture and cultural heritage.
- Policy 2-3: Support the creation of a Local Historic District for those areas that have the highest level of significance.
- Policy 2-4: Preserve and protect the historical buildings in downtown Caldwell.
- Policy 2-5: Assure that a Certificate of Appropriateness is submitted as an attachment to a building permit or land use application if the structure or site is located within a Local Historic District. If construction or alteration of the structure or site does not require a building permit, request that the Certificate be submitted prior to the activity commencing.

RECOMMENDATIONS – Special Sites (Historic Sites & Districts)

- Include the Historic Preservation Commission in the review process for new developments and changes in use when considering a proposal near a Historically Sensitive Area.
- Assist the Historic Preservation Commission with providing educational information through the form of programs or brochures on historic properties located within the City.
- Continue to study historic neighborhoods for designation as a local historic district.
- Erect signage in local and national historic districts.



Chapter 12: City Center

HISTORICAL CONTEXT



Above: Harmon Building on Main Street, 1890's.

Below: Parade on Main Street, 1920's.

Steunenberg Block on Main Street, 1950's.



Originally established as a “tent city” in 1883 in conjunction with the location of the Oregon Short Line Railroad, the Caldwell city center is the original town site, and historical commercial center for Caldwell and the surrounding agricultural communities. The town plan that followed was patterned after similar railroad towns developed in the late 1800's: centering the railroad and railroad depot within a grid pattern of streets and blocks with narrow lots. The pattern for the Caldwell City Center includes 300' x 256' blocks separated by a 16' alley, lot sizes at 25' x 120', and street rights-of-way at 80'.

The Caldwell City Center prospered first as a hub for railroad freight and passengers, and later with the advent of irrigated land, as a farm center. The City Center also became the focus for civic affairs as the county seat for Canyon County. Public institutions, including the county courthouse, jail, city hall, police station, fire station and train depot are located in or near the City Center.

For most of the first half of the twentieth century, the City Center served as the commercial and civic core for the western Treasure Valley. Commercial decline began in the 1960's for a variety of reasons: the development of a new regional shopping center in Nampa and commercial strip development outside the City Center; a new interstate highway diverting traffic away from the center and providing easier access to other commercial locations in the valley; closure of the train depot; and finally a general perception that the City Center was unsafe and not maintained.

The City Center contains a wealth of historic and architecturally significant structures. From around 1884 to the market collapse in 1929, two-story brick and stone commercial structures in a variety of architectural styles were constructed in the City Center, primarily in the five block area fronting on Main Street and Kimball Avenue. In this historic core, buildings were constructed property line to property line, using all of the narrow lots and sharing common walls with adjoining structures. The architectural styles included Romanesque, Renaissance, Spanish Colonial Revival, and Art Deco. The result was a traditional City Center development pattern of rich and varied style unified by similarity in height and scale.

Most of the architecturally and historically significant structures in the City Center have not been well maintained and some, most notably the Saratoga Hotel, have been razed. A portion of the City Center is located within a federally recognized Historic District. Some of the buildings in the center are eligible for listing on the National Register of Historic Places.



Above: Rotary water wheel on Indian Creek adjacent to 10h Avenue.

EXISTING CONDITIONS

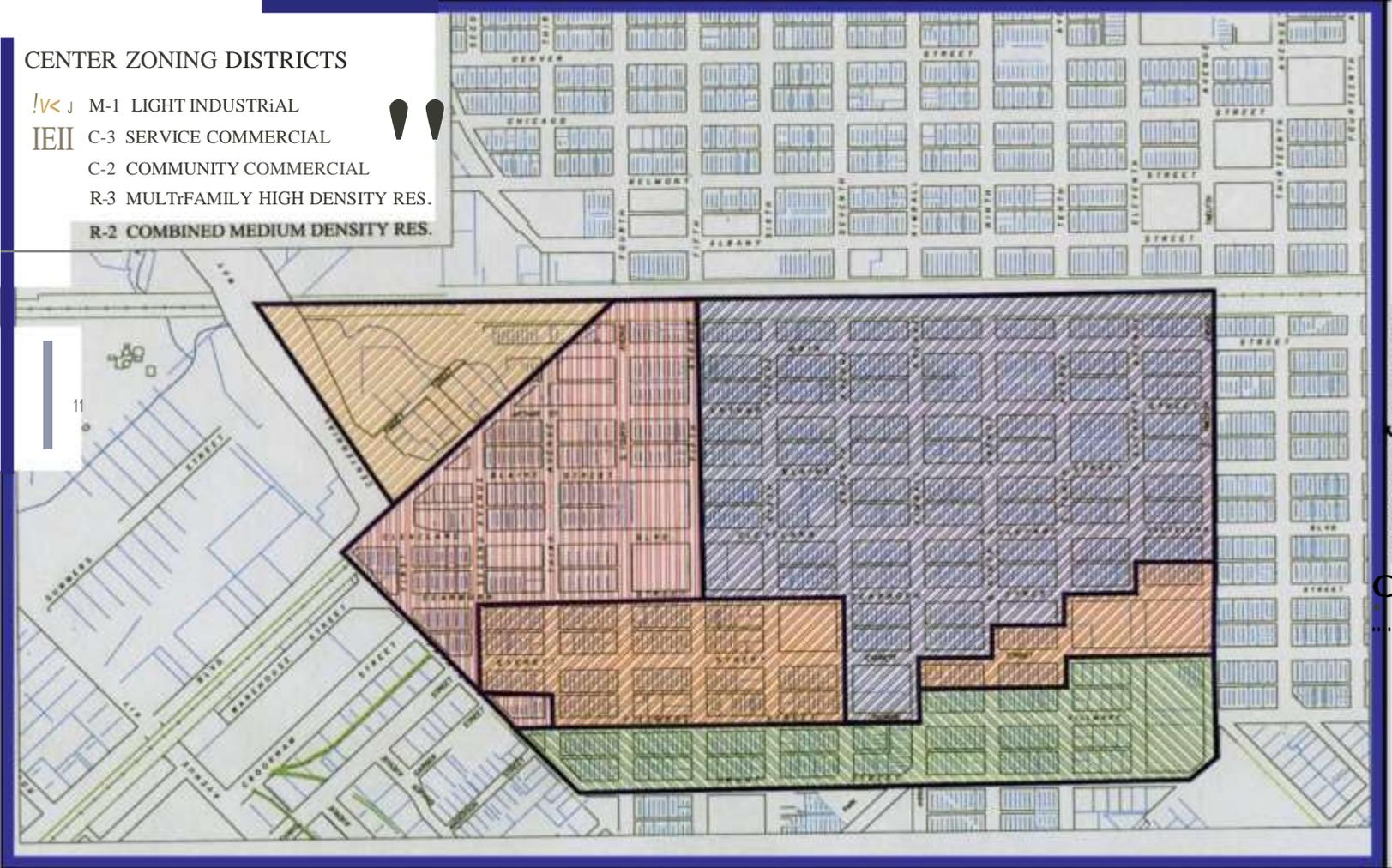
LAND USE

In 2015, a property survey was taken of the City Center that identified land uses and development patterns. A map of the City Center district can be found on the following page (Exhibit #34). Exhibit #33 below provides the results of this land use survey which can be summarized as follows:

Exhibit #33. City Center Existing Land Use Survey			
Category	Land Use	Number	Percentage
Commercial	Retail	36	17.4%
	Service	51	24.6%
	Assembly	17	8.2%
	Food-Beverage	19	9.2%
	Public Office	6	2.9%
	Private Office	58	28.0%
	Vacant	20	9.7%
	Total	207	100.0%
Industrial	Manufacturing	4	23.5%
	Warehousing	7	41.1%
	Industry	3	17.7%
	Vacant	3	17.7%
	Total	17	100.0%
Residential	Single-Family Dwellings	244	85.0%
	Two/Three/Four-Family Dwellings	32	11.2%
	Multi-Family Dwellings	11	3.8%
	Total	287	100.0%
Undeveloped	Open Space	17	53.1%
	Vacant Lots	15	46.9%
	Total	32	100.0%

CENTER ZONING DISTRICTS

- !v< J M-1 LIGHT INDUSTRIAL
- IEII C-3 SERVICE COMMERCIAL
- C-2 COMMUNITY COMMERCIAL
- R-3 MULTIFAMILY HIGH DENSITY RES.
- R-2 COMBINED MEDIUM DENSITY RES.



10 #34. City Center



Above: Pioneer Plaza.

Below: Depot Plaza.



CIVIC AMENITIES

A civic presence is evident in the city center with the city hall, fire station, post office, and police station. A public plaza and park is located along an open portion of Indian Creek between Fourth Avenue and 10th Avenue. In 2006, the railroad depot was renovated to include new landscaped parking lots, a plaza between the depot and Main Street, and a pocket park.

After several years of planning, the Indian Creek day lighting project made significant strides in recent years. Nine buildings between Kimball Avenue and 5th Avenue were purchased by the City and razed. A new creek channel was developed through this corridor and the creek was diverted into a new channel in 2008. The new creek channel features landscaping, lighting, pathways, plazas, and pedestrian bridges.

BUILDING HEIGHTS

Over 93% of the buildings in the City Center are one or two stories in height (See Exhibit #35). Outside the central business district, properties are larger in size and characterized with low scale development and large expanses of parking lots.

Exhibit #35. City Center Building Height Inventory		
Stories	Number of Buildings	Percentage
1 Story	249	52.4%
1.5 Stories	114	24.0%
2 Stories	82	17.3%
2.5 Stories	20	4.2%
3+ Stories	10	2.1%
TOTAL	475	100.0%

Source: Caldwell Planning & Zoning Department, 2015



Above: Main Street.

ECONOMIC CONDITIONS

The existing retail base in the City Center is relatively dispersed and does not provide a diverse mix of shopping and service opportunities desired in a City Center. The retail inventory in 2018 is dominated by used merchandise, antique or second hand stores, automotive-related uses, bars and lounges, discount outlets and personal services. New restaurants are starting to come into downtown. The City's capture of this economic growth has been outside the City Center, along the arterials in predominately strip commercial patterns.

CIRCULATION AND ACCESS

The original town site grid pattern of streets, alleys and blocks remains intact for much of the City Center. Access to the center is provided by the east-west couplet of Blaine Street and Cleveland Boulevard, Simplot Boulevard on the north side, and the north-south streets of 5th Avenue, Kimball Avenue, 10th Avenue, and 12th Avenue. Current traffic volumes through the City Center are within the capacity of existing streets and most intersections operate within an acceptable level of service.



Above: Downtown Way-finding Signage

Pedestrian access to the city center is limited to sidewalks, which exist along most streets, and pathways along Indian Creek. The arterial streets, as well as the railroad right-of-way create barriers to pedestrian access from adjacent residential neighborhoods.

Below: City-owned parking lot.

PARKING

A wide range of parking exists within the City Center. In 2015, City staff counted 3,218 parking spaces in the City Center. Exhibit #36 below summarizes the inventory of parking spaces in April 2015.



Exhibit #36. City Center Parking Inventory

Type of Parking	Number of Spaces	Percentage
On-Street	507	15.7%
Off-Street, Public	558	17.4%
Off-Street, Private	2,153	66.9%
TOTAL	3,218	100.0%

Source: Caldwell Planning & Zoning Department, 2018

It should be noted that during the survey, staff found several streets in the City Center district that have unmarked parking spaces available to the public.

ENVIRONMENTAL CONDITIONS

Indian Creek, a natural flowing stream, begins in the desert of Elmore County and terminates in the lower Boise River, flows through the City Center. Historically, the stream was used as the depository for garbage and debris, was the source of disease and vermin, and flooded the City Center on at least two occasions. Beginning in the 1950s, the stream was piped and channeled through the city core. Structures and parking lots were built over the stream. The culvert and piped sections had contained the 100-year flood plain of the creek. In 2008, the stream was daylighted throughout a significant portion of the City Center.



Above: Keystone Pizza is one of the last buildings remaining over Indian Creek.

There are hazardous and petroleum release sites within the City Center that need to be remediated. The leaking of underground storage tanks associated with former service stations and a dry cleaner has contaminated these sites. Work is underway with the State Department of Environmental Quality and the Federal EPA to monitor and mitigate the effects of these sites.

SUMMARY RECOMMENDATIONS

CITY CENTER VISION



The City Center is envisioned to be the community heart of Caldwell, supporting the community's desire for a place for civic, cultural, and economic activity. The City's desire is to draw the regional community to come to Caldwell to make investments, establish businesses, live, work, play, shop, and dine. The Indian Creek improvements provide, in part, the opportunity for meeting this vision.

City Center's economic vitality should be improved with the re-establishment of residential housing as an allowable land use as well as re-investment in existing businesses and new businesses. The urban environment and its buildings are envisioned to be constructed of high quality and energy efficient materials. The City intends to capitalize on Caldwell's turn of the century architecture and particularly, the historic buildings located on Main Street.



Above: Winter Wonderland along Indian Creek.

Indian Creek should be an ecologically sustainable environment through City Center. Areas of wildlife habitat and human activity, both passive and active, should be introduced. City Center should be a predominately pedestrian environment supported by alternative transportation modes and connections. A pathway should be constructed along Indian Creek in such a fashion to connect Canyon County fairgrounds, College of Idaho and Griffiths Park to the southeast with Whittenberger Park, Centennial Greenbelt and the Boise River to the northwest.

Civic functions located in the core of City Center should be developed to create a constant community presence. This enhanced civic function presence will telegraph to the community and private investors that the City has a commitment to City Center. City Center will also be the home of the community's historic, cultural, and educational institutions attracting citizens and tourists alike. Caldwell's history, arts, and multicultural heritage should be celebrated with visual elements as well as the ongoing sponsoring of events.

Vehicular access and parking should be balanced with transit, pedestrian, and bicycle access. Streetscapes should be designed to be beautiful and comfortable for pedestrians, bicycles, and transit. Trees for shading, street furniture, and natural storm water infiltration areas should be included in the design. Entry point identity and way finding systems will direct visitors to City Center and its amenities.

ECONOMIC STRATEGY

The economic strategy identified by the “City Center Plan and Revitalization Strategy” focuses on three elements: 1) the identification of market niches; 2) design enhancements; and, 3) removing investment barriers.

The primary market niche/opportunities identified are as follows:

- **Waterfront Real Estate:** The “daylighting” of Indian Creek will provide a unique economic opportunity for waterfront development and/or redevelopment.
- **Mixed-Use Development:** The compact City Center environment provides unique opportunities for vertical mixed-use development. This type of development pattern not only supports a more efficient integration of land uses and a walkable user environment, but also allows developers to spread financial risk over multiple land uses.
- **Civic uses locating in City Center:** Locating a new City Hall or civic structure in the City Center will demonstrate further City commitment, provide civic and community identity, and continue to generate activity.
- **Regional Destination and Tourism Potential:** The potential for creating a unique environment for live/work/play/shop/dine opportunities should be enhanced by the Indian Creek improvements and other City Center revitalization efforts.



Above: City Center Streetscape in 2015.



The City Center can be enhanced as a regional destination by:



- Locating regional and cultural buildings and activities in City Center such as a natural history museum (using College of Idaho collections), cultural and performing arts center, art museum, conference center, agricultural museum, and wineries.
- Promoting it as the gateway to the wine country and the Snake River Canyon Scenic Byway, with signage, a visitor information center and wine tasting center in City Center.
- Mapping pathways, destinations and places of interest to and from City Center through kiosks and brochures. Land uses targeting these additional visitors will include: restaurants, specialty retail shops, meeting facilities, and hotels.

A critical element in any City Center revitalization effort is the elimination of barriers to investment. These barriers generally fall into one of the following categories:



- Market. City Center's competitive position will continue to erode unless its market role is repositioned and the physical layout is restructuring and redefined and there is an aggressive recruitment effort to install niche retail there.
- Financial. City Center could experience a decline in commercial property values and market share unless specific actions are taken to "improve downtown's playing field".
- Regulatory. Over-regulation of City Center could hinder the city's goal to redevelop the heart of our City. The City should play the role of facilitator in the redevelopment of City Center. The most critical regulatory tool the city should use in City Center is design review, which protects and promotes the design criteria set forth in the City Center ordinance. New city-owned buildings in the City Center are required to meet LEEDS-silver building standards.



The forming and advancing development agenda within the City Center requires a keen understanding of its stakeholder's goals and aspirations, the realities of the marketplace, peculiarities of the political landscape and constraints of local public/private resources. With an understanding of these dynamics, project advocates are better positioned to establish priorities for action and investment.

DOWNTOWN FRAMEWORK MASTER PLAN

In 2009, the Core Area Steering Committee developed a framework master plan (see map to the right). The plan focuses on re-developing downtown Caldwell between the railroad and Blaine Street and between 5th Avenue and Kimball Avenue. The area is split into three distinctive districts: 1) Old Town; 2) Cultural Center; and 3) Civic Mall.

Old Town contains properties that front on Main Street. Mixed use is encouraged in old town. Significant streetscape improvements are proposed in this district. The main purpose of the Old Town district is to maintain the historic character of downtown Caldwell through the preservation and enhancement of existing buildings.

Cultural Center, located primarily on Arthur Street and the north side of Indian Creek, inhibits features that will attract people to downtown Caldwell. Attributes proposed in this district include a band shell, plaza, wine tasting room, and a vineyard. This district will also contain mixed uses and a parking garage.

Civic Mall promotes the construction of new buildings with a civic purpose. City Hall and Treasure Valley Community College are among the proposed uses in this district. The district encompasses the area between Indian Creek and Blaine Street. The church is the only existing building in the civic mall district that will not be demolished. The remainder of the district will contain parking, mixed use, and residential use.



Above: Downtown Framework Master Plan.

*Orange: Old Town.
Yellow: Cultural Center.
Blue: Civic Mall.*

DOWNTOWN PLAZA

Downtown business leaders have expressed a desire to develop a plaza in the heart of downtown Caldwell as a way to attract people to come back downtown. This plan supports the on-going operations of the Indian Creek Plaza, which is defined as a place where residents of the community and visitors can shop, dine and recreate. Indian Creek Plaza was built in 2018 where the former King's Building resided at the corner of Arthur Street and Kimball Avenue.

The Indian Creek Plaza is a year round event platform with programmed activities featuring an ice skating ribbon in the winter months; interactive water feature during the summer season; intimate areas within the plaza for small gatherings; a raised permanent stage for performances with amphitheater space overlooking the performance area; an expanded public market with plentiful vendor space; and, welcoming restaurants, cafes' and food/drink vendors.



In addition to a well-programmed plaza, the Indian Creek Plaza District will reside within a beautifully landscaped downtown area including lighting, music, raised planters with colorful flowers, trees & shrubs, heated public restroom facilities and a variety of places to gather which are critical to attract and retain the community and visitors. Caldwell's Indian Creek Plaza District will foster local spending, create a sense of community and provide a pedestrian-friendly shopping, eating and gathering place where Caldwell residents and visitors gravitate to 365 days a year.



Above and Below: Indian Creek Plaza, Caldwell, Idaho



GOALS AND POLICIES – Special Sites (City Center)

GOAL 1: Create a City Center for “live, work, play, shop, and dine”.

Policy 1-1: Re-develop the City Center with a mix of uses including housing, offices, retail, civic, cultural, restaurants and service related businesses.

Policy 1-2: Encourage housing which creates more pedestrian activity and human presence beyond normal workday hours.

GOALS AND POLICIES – Special Sites (City Center)

GOAL 2: Create a City Center that is the heart of the City.

Policy 2-1: Create public gathering places that provide opportunities for community events, celebrations, farmers market, concerts and festivals.

Policy 2-2: Maintain and enhance the location of civic uses in the City Center.

Policy 2-3: Promote and support the location of essential community services in the City Center.

GOALS AND POLICIES – Special Sites (City Center)

GOAL 3: Create a City Center that is attractive, accessible, safe, and a regional magnet for commercial and residential and investment.

Policy 3-1: Create an enhanced architectural design environment through design review.

Policy 3-2: Enhance the accessibility of City Center to Interstate 84 and the rest of the community.

Policy 3-3: Create an attractive area for commercial development as an alternative to development along the “boulevard” and outlying areas.

Policy 3-4: Create linkages and eliminate barriers between the City Center and adjacent neighborhoods.

Policy 3-5: Support development that provides a diversity of experience and integration with the natural and manmade creek environment.

GOALS AND POLICIES – Special Sites (City Center)

GOAL 4: Preserve the historic and architectural heritage of City Center.

Policy 4-1: Protect and enhance the existing historical architecture.

Policy 4-2: Implement design review guidelines on historical buildings.

GOALS AND POLICIES – Special Sites (City Center)

GOAL 5: Balance the needs for parking and vehicular circulation with the development of a walkable, pedestrian City Center environment.

Policy 5-1: Maximize the use, efficiency, and amount of parking.

Policy 5-2: Encourage the use of alternative transportation modes through promotion of ride share, bus routes, rail, bike parking, improved sidewalks and pedestrian path linkages. **UBER LYFT TAXI**

Policy 5-3: Consider use of parking management plans or strategies for uses that are characterized by peak events (churches, assembly halls, event centers).

Policy 5-4: Maximize opportunities that allow and promote shared parking in the City Center District.

GOALS AND POLICIES – Special Sites (City Center)

GOAL 6: Finish the restoration of Indian Creek.

Policy 6-1: Restore the aquatic eco-system and riparian habitat for wild and aquatic life as well as to improve the water quality.

Policy 6-2: Day light the remaining covered portions of Indian Creek as a stimulus for re-development of the City Center and areas adjacent to the creek corridor.

Policy 6-3: Improve public access around Indian Creek.

Policy 6-4: Create an attractive and sustainable creek corridor that will provide a “spinal cord” linking the community with the City Center.

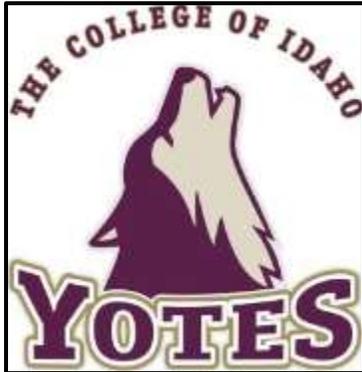
RECOMMENDATIONS – Special Sites (City Center)

- Identify transit routes and design station locations as a means to bring people to downtown Caldwell.
- Improve the appearance of signage at the freeway interchanges and City Center gateway streets.
- Adopt a Parking Management Plan that addresses all private and public parking resources, monitors the utilization of parking through time and studies parking time restrictions and zoning standards to maximize the efficient use of parking.
- Develop a public arts program that provides opportunities for interaction and interpretive art of the environmental conditions of the creek corridor.
- Implement a creek corridor pedestrian way that provides continuity in design from the Boise River to Griffiths Park, YMCA, College of Idaho, West Valley Medical Center, and Pipedream Park.
- Create a specially defined streetscape for 10th Avenue defining it as a gateway street from the I-84 interchange to Cleveland Boulevard.
- Improve streetscapes with trees, street furniture, and pavers on all City Center streets.
- Support designation of properties eligible for listing on the National Register of Historic Places.
- Work with Union Pacific Railroad to establish a quiet zone (reduce/eliminate train whistles) in downtown Caldwell.
- Establish a façade improvement program for the City Center District.



Chapter 13: College of Idaho

INTRODUCTION



Many higher education institutions are regarded as a culturally distinct unit within their own surrounding communities. Over time, these institutions have built their own housing, restaurants, bookstores and entertainment venues on campus, furthering their isolation from the communities in which they are established. With the growth of higher education's importance in today's society, this relationship, in most cases, has undergone a marked change. Unfortunately, however, the mutuality of interests is still not fully recognized in Caldwell.

The College of Idaho has the potential to bring long-term impacts to the Caldwell economy by providing skilled and professional manpower, contributing scientific research to manufacturing and industry, adding to neighborhood and economic renewal and drawing new students and faculty to the region because of the quality of life amenities offered in the Caldwell region. The City of Caldwell, in turn, provides housing for many students, faculty and staff, and offers venues to meet daily banking, grocery, retail and entertainment needs, like dining and recreation. The City also offers a unique urban learning and living environment.



Above: Kappa Sigma Fraternity.

Among the most important influences the City has on The College of Idaho is that it forms many of the first-impressions of visiting students and professors considering The College of Idaho as an institution of choice. Often these impressions can “make-it or break-it” for the College's ability to attract the most talented faculty and students. It is clear that the economic interrelationships between the college and community are profound. Yet, The College of Idaho and the City have not been able to fully capitalize on these potential benefits.



Above: Sterry Hall.

With the growth of higher education's importance in society and the increasingly recognized benefits that both university and community bring to one another, many town-gown relationships have been on the mend. If Caldwell is to realize its fullest potential, then The College of Idaho must be a partner in this process. As a first step, student housing should be built downtown. Another partnership opportunity should be the development of a downtown learning center that could offer shared space for the College of Idaho as well as Treasure Valley Community College. This space should offer continuing education programs that cater to the needs of the professional and support staff working downtown.

The City of Caldwell's relationship with The College of Idaho has been largely successful and harmonious. The reestablishment of the football program in 2014 has brought new energy to the campus and the community. While the College has a need to grow its student and professor population, the City also has a need to revitalize its economic base. Consequently, the time is right for this relationship to evolve to the next level and take advantage of the resources that both the College and the City can bring to one another. For instance, a partnership could be developed for new research and development businesses at the Sky Ranch Business Park. Such a partnership would provide for local employment opportunities as well as the types of incentives necessary to keep the most talented college students and professors in the community. Expanding our productive relationship with The College of Idaho should continue to be a priority for the City.



ACCOMODATING A GROWING COLLEGE

This plan recognizes the value that The College of Idaho students, faculty and staff can bring to the community as a whole. These students can also play an important role in helping to create much needed vitality on downtown streets, especially after working hours. Efforts to bring student housing downtown should be pursued. However, downtown should not be the only location for student housing. Other opportunities are present in the area south of campus. College and City officials agreed future campus growth should move southward. Therefore, in 2007, the City created a zoning district for the college campus. The College District's southern boundary is Maple Street.



The neighborhood west of the campus (west of College Avenue) is zoned R-2, Medium-Density Residential. This neighborhood may be attractive for some off-campus housing, but caution should be taken to ensure the neighborhood is not overrun with college students.

The neighborhood northwest of the campus contains homes located in the Steunenberg Residential Historic District. This district, which is listed on the National Register of Historic Places, is protected by city ordinances to ensure the homes are kept in their original appearance. Student housing is highly discouraged in the historic district, but housing for professors and staff is highly encouraged.

Because there is very little undeveloped land around the campus, future growth will either need to grow outward into developed neighborhoods or upward in a more urban style. The College District does not have a building height limitation. This Plan encourages building taller buildings on campus before expanding beyond the boundaries of the College District.



Above: College District (shown in Blue).

STUDENT BODY SURVEY

Surveys are a good tool for understanding individual preferences. Indeed, a survey (Exhibit #37) has been completed that may give insight regarding College of Idaho student preferences. The purpose of the survey is to help City officials further understand what is necessary in order to make downtown and the areas surrounding the campus an attractive and inviting environment for College of Idaho students and faculty/staff to live and entertain.

EXHIBIT #37. College of Idaho Student Survey Spring 2015

Total Survey Respondents:	323 Students		
Living Arrangements:	Lives on Campus: 66.24%	Lives off Campus: 33.76%	
Age:	18-20: 60.95%	21-24: 35.24%	25+: 3.81%
Gender:	Male: 57.64%	Female: 42.36%	
Year:	Frosh.: 27.8%	Soph.: 20.13%	Junior: 31.63% Senior: 20.45%

1. When you travel off the C of I campus what is the main influence to determine where you go? (select up to 3)

- Food/restaurants (65.22%)
- Friends (46.82%)
- Visit family (36.45%)
- Available activities (27.76%)
- Bank (19.40%)
- Prices (13.04%)
- Locations that offer student discounts with ID (9.7%)

2. How often do you travel to downtown Caldwell? (Downtown Caldwell defined as the blocks around the Kings Building – 5th Street to 10th Street)

- 1 or 2 times a month (29.84%)
- Less than 1 time a month (21.90%)
- 1 or 2 times a week (20.63%)
- 1 time a year (11.43%)
- Never traveled to downtown Caldwell (11.11%)
- 3 or more times a week (5.08%)

3. What was the main reason you traveled to downtown Caldwell?

- Food/restaurants(67.27%)
- Other retail shopping (13.64%)
- Grocery shopping (11.36%)
- Pubs/Bars (5.08%)
- Concert/band/live music (2.73%)

College of Idaho Student Survey, Continued
Spring 2015

4. What is the best way for you to find out about businesses in downtown Caldwell? (mark all that apply)
- Social Media – Facebook, Twitter (52.38%)
 - General web search (27.84%)
 - Radio (25.27%)
 - Campus flyers (23.81%)
 - C of I paper (14.48%)
 - Campus coupon book (13.92%)
 - Pandora/Spotify (9.52%)
 - Freeway signs (6.96%)
 - City of Caldwell's Website (4.76%)
5. What type of transportation do you primarily use when going off campus?
- Have my own automobile (63.23%)
 - Carpool (ride with a friend) (20.32%)
 - Walk (9.68%)
 - Bike (5.48%)
 - Scooter (1.29%)
6. If a bike was available, how likely would you be to consider riding a bike to downtown Caldwell?
- Very or Somewhat Unlikely (39.87%)
 - Very or Somewhat Likely (37.29%)
 - Neutral (22.83%)
7. If Somewhat or Very Unlikely to ride a bike, why? (check all that apply)
- I have a car (69.91%)
 - I do not like to ride a bike (22.12%)
 - I would not feel safe (19.47%)
8. If one of the reasons was that you wouldn't feel safe what measures would need to be put in place so you would feel safe riding a bike to downtown Caldwell? (mark all that will apply)
- Bike lanes (40%)
 - Having a group of people go (44%)
 - I would never feel safe biking to downtown Caldwell (44%)
9. Would you be interested in the C of I Outdoor Center having a bike rental program available for students? (Prices will be addressed in another question)
- Yes (72.4%)
 - No (27.6%)

College of Idaho Student Survey, Continued
Spring 2015

10. If the C of I Outdoor Center had a bike rental program available for student transportation, how much would you be willing to pay for 24 hours to use a bike?

- \$1-\$4(41.84%)
- \$5-\$10 (34.04%)
- Not willing to pay for bike rental (19.86%)
- \$11-\$15 (4.26%)
- \$16-\$20 (0%)

11. If the City of Caldwell had free bicycles available for use to ride to downtown, how likely would you be to use them?

- Very Likely (32.45%)
- Somewhat Likely (29.96%)
- Neutral (22.34%)
- Somewhat Unlikely (10.11%)
- Very Unlikely (5.85%)

12. If a shuttle bus service was available from C of I to Downtown Caldwell, how likely would you be to use a shuttle service?

- Neutral (25.00%)
- Somewhat Likely (23.7%)
- Very Unlikely (20.3%)
- Very Likely (15.58%)
- Somewhat Unlikely (15.58%)

These results could give the various downtown development and merchant organizations direction as to what new services should be offered downtown. Communication offers the central means to resolution. Based on the results of this data survey, it is clear the City must improve its connectivity between downtown and the college if we want to attract students to downtown to live, work, play, shop and dine



GOALS AND POLICIES – Special Sites (College of Idaho)

GOAL 1: Provide safe and secure access to downtown Caldwell.

Policy 1-1: Install more bike parking in downtown Caldwell.

Policy 1-2: Create bike routes connecting downtown Caldwell to the College of Idaho.

Policy 1-3: Install pedestrian infrastructure that helps students safely cross 10th Avenue.

Policy 1-4: Upgrade dilapidated sidewalks between the college and downtown Caldwell.

Policy 1-5: Create way-finding signage to help direct students to popular destinations.

GOALS AND POLICIES – Special Sites (College of Idaho)

GOAL 2: Provide student housing to accommodate a growing college.

Policy 2-1: Build mid-rise housing in the city center for upper-classmen and graduate students.

Policy 2-2: Utilize existing land south of the campus for future housing opportunities.

Policy 2-3: Encourage more student housing opportunities in neighborhoods near the campus, but outside of the Steunenberg Residential Historic District.

RECOMMENDATIONS – Special Sites (College of Idaho)

- Work with Valley Regional Transit on improving routes as a means to bring students to downtown Caldwell.
- Investigate the feasibility of designating bike lanes on Cleveland Boulevard and Blaine Street (I-84 Business).
- Consider placing a rapid flashing beacon on 10th Avenue at Dearborn Street.
- Rebuild sidewalks in the neighborhoods surrounding the college.
- Work with downtown business owners to cater their businesses to college students.



Chapter 14: Housing



Top: Typical 21st Century Caldwell House.

Above: Typical 19th Century Historic Caldwell House.

Bottom: Dilapidated mobile home being removed from North End Rehabilitation District.



HOUSING PROFILE

In the City of Caldwell there are several types of housing spread out across the community. According to COMPASS, single-family dwellings make up two-thirds of Caldwell's housing stock. New subdivisions of single-family dwellings are being developed in the south and east. Higher density housing is located generally closer to the commercial core and areas near Cleveland Boulevard. As land values increase, the demand for medium to high-density housing is expected to rise.

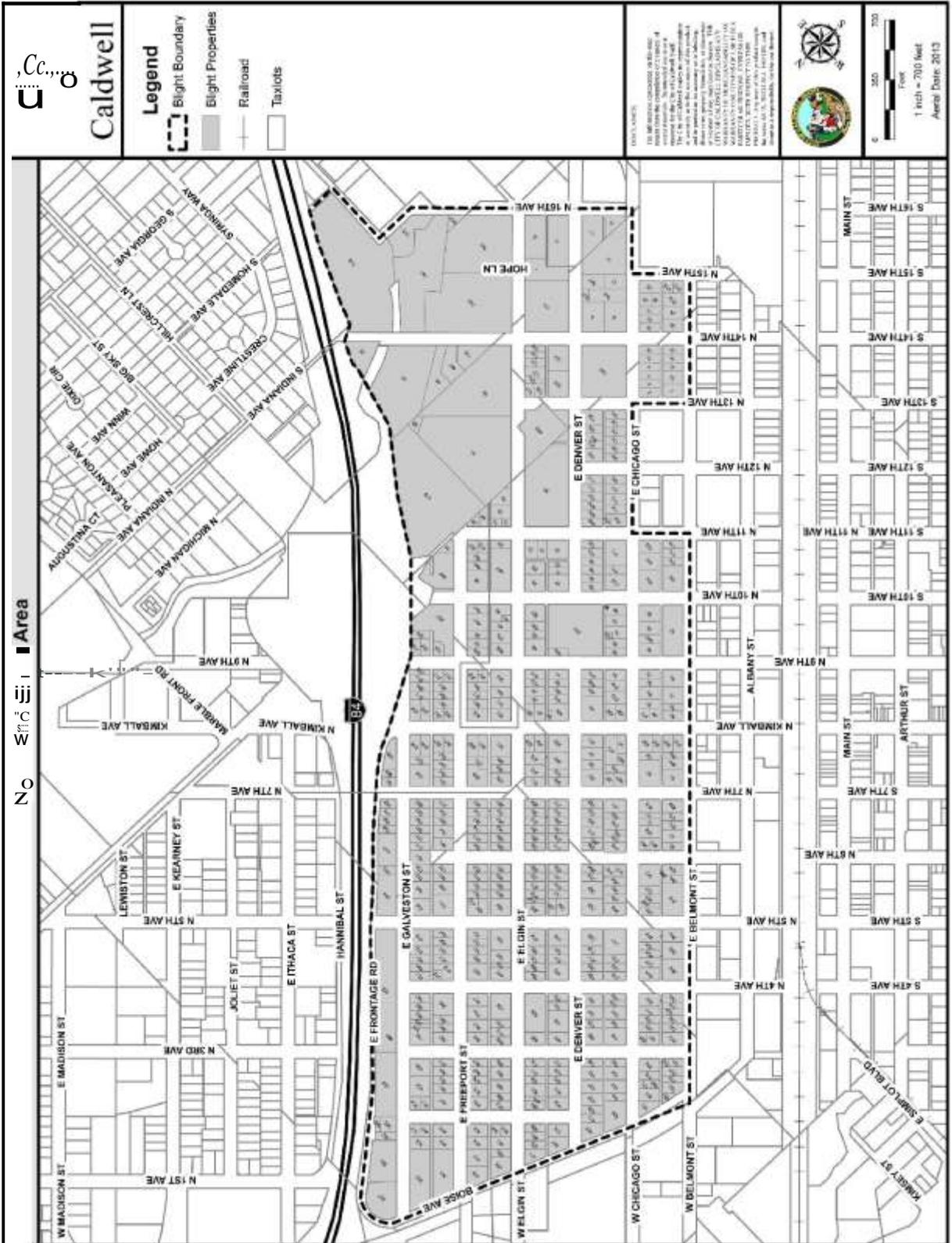
Older, large single-family homes are located in the historic neighborhoods to the north, south and east of the City Center and are generally in good to fair condition and continue to be upgraded. The majority of homes north and west of the City center are older, smaller, single-family homes, many in a state of disrepair. There are several individual mobile homes and mobile home parks along the Interstate and near the floodplains of the Boise River and Indian Creek.

HOUSING NEEDS AND PRIORITIES

The Caldwell Board of Realtors reports a need for rental housing in the City to provide for a growing, single or two-person per housing unit population as well as communities designed to accommodate the needs of senior citizens.

There are two agencies providing publicly assisted housing in Caldwell: the Caldwell Housing Authority and the Southwestern Idaho Cooperative Housing Authority. Both agencies indicate an insufficient amount of affordable housing available to meet the demand. The Department of Housing and Urban Development has funded housing construction and rehabilitation in Caldwell.

The City recently surpassed the 50,000 population threshold to become an entitlement community. City officials are currently petitioning officials from the Department of Housing and Urban Development (HUD) to officially be recognized as an entitlement community. The City will be eligible to received HUD community development block grants to restore and rehab dilapidated housing in the city. A North End Housing Rehabilitation District (see Exhibit #38 on following page) was adopted by the City Council in 2014 and redevelopment efforts will focus on rehabilitating old and dilapidated housing in this district.



Chapter 14: Housing (Exhibit #38)

HOUSING STARTS

New housing starts experienced during the years 2000-2015 (See Exhibit #39) would indicate that the population growth has been steady and is expected to be strong during the timeframe of this Plan.

<u>Exhibit #39. Caldwell Residential Building Permit Data</u>			
<u>Year</u>	<u>Single-Family Units</u>	<u>Multi-Family Units</u>	<u>Total Units</u>
<u>2000</u>	<u>104</u>	<u>6</u>	<u>110</u>
<u>2001</u>	<u>500</u>	<u>4</u>	<u>504</u>
<u>2002</u>	<u>592</u>	<u>70</u>	<u>662</u>
<u>2003</u>	<u>662</u>	<u>26</u>	<u>688</u>
<u>2004</u>	<u>635</u>	<u>12</u>	<u>647</u>
<u>2005</u>	<u>963</u>	<u>11</u>	<u>974</u>
<u>2006</u>	<u>1,166</u>	<u>0</u>	<u>1,166</u>
<u>2007</u>	<u>582</u>	<u>113</u>	<u>695</u>
<u>2008</u>	<u>401</u>	<u>0</u>	<u>401</u>
<u>2009</u>	<u>204</u>	<u>0</u>	<u>204</u>
<u>2010</u>	<u>113</u>	<u>0</u>	<u>113</u>
<u>2011</u>	<u>14</u>	<u>0</u>	<u>14</u>
<u>2012</u>	<u>199</u>	<u>4</u>	<u>203</u>
<u>2013</u>	<u>328</u>	<u>4</u>	<u>332</u>
<u>2014</u>	<u>287</u>	<u>6</u>	<u>293</u>
<u>2015</u>	<u>403</u>	<u>0</u>	<u>403</u>
<u>TOTAL</u>	<u>7,153</u>	<u>256</u>	<u>7,409</u>

Source: Caldwell Building Department, 2015



HOUSING CHARACTERISTICS

In recent years, the City has experienced rapid population growth. A vast majority of the housing units constructed are single-family detached dwellings (73%). Exhibit #40 below examines Caldwell's most recent housing characteristics. Exhibit #41 on the following page outlines financial characteristics of Caldwell's housing market.

<u>Exhibit #40. 2013 Caldwell Housing Occupancy Data</u>			
		<u>Number</u>	<u>Percentage</u>
<u>Housing Units</u>	<u>Occupied</u>	<u>15,563</u>	<u>89.8%</u>
	<u>Vacant</u>	<u>1,759</u>	<u>10.2%</u>
	<u>Total</u>	<u>17,322</u>	<u>—</u>
<u>Tenure</u>	<u>Owner Occupied</u>	<u>10,084</u>	<u>64.8%</u>
	<u>Renter Occupied</u>	<u>5,479</u>	<u>35.2%</u>
	<u>Total</u>	<u>15,563</u>	<u>—</u>
<u>Units In Structure</u>	<u>1 Unit, Detached</u>	<u>12,710</u>	<u>73.4%</u>
	<u>1 Unit, Attached</u>	<u>381</u>	<u>2.2%</u>
	<u>2 Units</u>	<u>527</u>	<u>3.0%</u>
	<u>3 or 4 Units</u>	<u>941</u>	<u>5.4%</u>
	<u>5 to 9 Units</u>	<u>505</u>	<u>2.9%</u>
	<u>10-19 Units</u>	<u>204</u>	<u>1.2%</u>
	<u>20 or More Units</u>	<u>528</u>	<u>3.0%</u>
	<u>Mobile Homes</u>	<u>1,493</u>	<u>8.6%</u>
	<u>Boat, RV, Van, etc.</u>	<u>33</u>	<u>0.2%</u>
	<u>Total</u>	<u>17,322</u>	<u>—</u>
<u>Household Size</u>	<u>1 Person</u>	<u>3,844</u>	<u>24.7%</u>
	<u>2 Person</u>	<u>4,451</u>	<u>28.6%</u>
	<u>3 Person</u>	<u>2,521</u>	<u>16.2%</u>
	<u>4 or More Persons</u>	<u>4,747</u>	<u>30.5%</u>
	<u>Total</u>	<u>15,563</u>	<u>—</u>

Source: 2009-2013 American Community Survey, 5 Year Estimates and COMPASS

Exhibit #41. 2013 Caldwell Housing Financial Data

	<u>Value</u>	<u>Units</u>	<u>Percentage</u>
<u>Value of</u> <u>Owner</u> <u>Occupied</u> <u>Units</u>	<u>Less than 50,000</u>	<u>1,109</u>	<u>11.0%</u>
	<u>\$50,000 to \$99,999</u>	<u>3,990</u>	<u>39.6%</u>
	<u>\$100,000 to \$149,000</u>	<u>2,994</u>	<u>29.7%</u>
	<u>\$150,000 to \$199,999</u>	<u>1,544</u>	<u>15.3%</u>
	<u>\$200,000 to \$299,999</u>	<u>356</u>	<u>3.5%</u>
	<u>\$300,000 to \$499,999</u>	<u>65</u>	<u>0.6%</u>
	<u>\$500,000 to \$999,999</u>	<u>11</u>	<u>0.1%</u>
	<u>\$1,000,000 or More</u>	<u>15</u>	<u>0.1%</u>
	<u>Total</u>	<u>10,084</u>	<u>—</u>
	<u>Median Value</u>	<u>\$99,500</u>	<u>—</u>
	<u>Value of</u> <u>Renter</u> <u>Occupied</u> <u>Units</u>	<u>Less Than \$200</u>	<u>91</u>
<u>\$200 to \$299</u>		<u>249</u>	<u>4.7%</u>
<u>\$300 to \$499</u>		<u>713</u>	<u>13.6%</u>
<u>\$500 to \$749</u>		<u>1,971</u>	<u>37.5%</u>
<u>\$750 to \$999</u>		<u>1,481</u>	<u>28.2%</u>
<u>\$1,000 to \$1,499</u>		<u>705</u>	<u>13.4%</u>
<u>\$1,500 or More</u>		<u>51</u>	<u>1.0%</u>
<u>No Rent Paid</u>		<u>218</u>	<u>4.0%</u>
<u>Total</u>		<u>5,479</u>	<u>—</u>
<u>Median Rent</u>		<u>\$695</u>	<u>—</u>

Source: 2009-2013 American Community Survey, 5 Year Estimates and COMPASS

FUTURE HOUSEHOLD PROJECTIONS

Another indicator of growth is the number of residential dwelling units. Based on Intermountain Demographics analysis, the projected number of housing units the City of Caldwell stands to gain by the year 2040 is shown as follows in Exhibit #42.

<u>Exhibit #42. Caldwell Housing Unit Projections, 2015-2040</u>						
	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>	<u>2040</u>
<u>Housing Units</u>	<u>17,226</u>	<u>19,181</u>	<u>21,218</u>	<u>23,489</u>	<u>25,743</u>	<u>28,133</u>

Source: Dale Rosebrock, Intermountain Demographics, 2015

The City's growth is caused by several factors: First, in terms of area, expansion is driven largely by citizen initiated annexations. This desire to annex land into the City is caused by the value of the surrounding farmland reaching a level where farmers can make a better return on developing the land. During the years 2006-2008, over 2,800 acres of land were annexed into the City. Source: Dale Rosebrock, Intermountain Demographics 2015

The City's population increase is also driven by the difference in housing costs between Canyon County and Ada County. In 2014, the median price of a house in Canyon County sold for \$152,300 as contrasted to \$239,500 for a median priced house in Ada County; this is a cost differential of \$87,200. This difference in housing costs is significant enough to encourage citizens to give communities like Caldwell a second look when determining where to establish residency.

GOALS AND POLICIES – Housing

GOAL 1: Support adequate housing for a range of income levels and residential needs.

Policy 1-1: Ensure that public services are available to all housing units.

Policy 1-2: Promote infill housing developments in appropriate neighborhoods.

Policy 1-3: Encourage a combination of mixed use (residential/commercial) development activity in the City Center and in older neighborhoods near the city's core.

Policy 1-4: Support the redevelopment of substandard housing.

Policy 1-5: Promote energy efficient housing standards.

GOALS AND POLICIES – Housing

GOAL 2: Support enhanced housing standards that will improve the visual appearance of residential neighborhoods

Policy 2-1: Require new construction to have enhanced housing features such as eaves, roof pitch, facade improvements, windows, soffits, etc.

Policy 2-2: Discourage monotonous housing developments.

Policy 2-3: Encourage innovative and unique site-development proposals that incorporate a mix of housing types and density.

Policy 2-4: Require a mixture of housing styles and choices in subdivisions containing 40 or more acres in area.

RECOMMENDATIONS – Housing

- Use development agreements to require new housing units to install eaves, have roofing with a minimum 6/12 roof pitch, incorporate 20% facade features, and enclose soffiting.
- Establish procedures which would offer more housing variety and deter monotonous development.
- Conduct a senior citizen housing needs assessment.
- Create incentive programs that promote the rehabilitation of dilapidated housing and neighborhoods.



Chapter 15: Community Design

INTRODUCTION



Above: Indian Creek Public Art.

As cities continue to grow and mature, determined efforts by both public and private entities are imperative in order to offset the deterioration and obsolescence of older areas. New growth areas should be encouraged, but not at the expense of neglecting the older districts, which must be regarded with pride and dignity and given a sense of place in the community.

Initially, Caldwell maintained a compact form, developing along the Oregon Short Line Railroad. Streets and alleys were planned at right angles from or parallel with the railroad right-of-way and land uses were for the most part segregated. Later the street patterns were changed to a north/south and east/west grid orientation matching the pattern of farm roads in the rural areas and eventually curvilinear streets became a common feature in residential neighborhoods.



Above: Statue of Liberty Replica in Memorial Park

Over the years, the City deviated from a predominantly compact form and in many instances new development bypassed undeveloped parcels. Many older areas of the City have been developed without the benefit of paved streets, sidewalks, drainage improvements, parks, sewer and other utility services. These areas may also be subject to poor street and sidewalk interconnection, preventing new subdivisions from becoming integrated into a greater neighborhood and functional street and circulation network.



Above: Indian Creek Amenities and Landscaping.

An assortment of residential development is present. The City is fortunate to have retained a historic neighborhood (northwest of the college between Blaine and Fillmore Streets) where a majority of the homes have been very well maintained. Mobile homes, either within parks or on individual lots, have dominated some areas. Single-family dwelling neighborhoods extend over the outer edges of the central city. Substandard housing exists predominately on the City's north side.

Commercial uses are predominantly found along most arterial streets, most freeway interchanges, and in the downtown area. Historic buildings are present in the downtown core; however, modifications to facades have affected some of the original architecture. Signs have accrued in virtually all commercial districts. Landscaping improvements are scattered, inconsistently, among businesses fronting arterial streets.

Industrial development exists in the southeast generally along the freeway and railroad corridors, in the northwest along Simplot Boulevard and the Boise River and, for the most part, has not resulted in detriment to neighborhoods.

DESIGN REVIEW

The overall size, shape and style of a new building can have a huge impact on the surrounding neighborhood and on how development is perceived in the community. The overall scale, mass, and design of a building should try to match the surrounding community. Downtown Caldwell is a prime example for the need of design review. In the first half of the 20th century, beautiful multi-story brick buildings were erected and anchored Caldwell's commercial core. Unfortunately, during the second half of the 20th century, downtown Caldwell was inundated with terribly designed buildings whose shape and size do not compliment the built environment. This resulted in urban blight and people and businesses fleeing our downtown core.



Above: Building elevation design review at 523 Main Street.

In 2014, a small faction of Idaho State Legislators attempted to prohibit local government from requiring design standards on commercial and industrial buildings. Thankfully, this initiative did not become law, but it certainly raises an awareness that property rights are a delicate subject in the State of Idaho.

As it currently stands, the only location where commercial design review is adopted and enforced in Caldwell is in the City Center District. Should city leaders want to expand design standards to additional neighborhoods or all commercial properties, this Plan advises city leaders to work with commercial builders and business organizations to create sensible regulations. The ultimate goal of design review is to build a business environment that is pleasant, inviting and successful; not burdensome, expensive and bureaucratic.

Quality building design can contribute to livability, improved aesthetics, and the sense of community identity. Therefore, Caldwell should promote community design that is visually compatible with nearby development and enhances the community in order to create and retain attractive neighborhoods and business districts.

LANDSCAPING

The City adopted its first landscaping ordinance in 2002. The original ordinance received mixed reviews and has been amended several times since its inception. The amendments have provided some flexibility to developers, including the option to use dry landscaping under certain circumstances.





New developments and changes in use are required to install landscape buffers along the frontages of their property, landscape within the parking lots, provide open space in residential subdivisions, and landscape buffers between incompatible land uses.



Despite the early difficulties some developers faced, the newer, landscaped, commercial developments certainly look much more appealing than older commercial properties. The City looks much better with landscaping improvements, which strengthens our image and helps our businesses succeed. Landscaping can be an asset to business development. Done well, it compliments and enhances development. Done poorly, or not at all, and the quality of a development is diminished.

SIGNS



In the interest of traffic safety, community way-finding, and concern for the appearance of the community, municipalities may regulate signage through the adoption of a sign code. Regulations can deal with size, height, color, setbacks and illumination. Signs should be designed and scaled to either a pedestrian-or vehicle oriented environment depending on their location. Sign regulations should be content-neutral and exemptions should be minimized.



Caldwell's sign ordinance was updated in 2008. It provides reasonable protections to residential neighborhoods and flexibility in commercial neighborhoods. The ordinance spells out basic requirements such as height, setbacks, illumination standards and number of signs. New signs need to be landscaped and professionally designed.

CODE ENFORCEMENT



In 2013, the Caldwell Police Department transferred several code enforcement tasks to the Caldwell Planning & Zoning Department. Most notably, the weed abatement, junk and refuse tasks are under P&Z control now. Planning staff gave the enforcement of animals, farm animals and pets, to the Police Department, who had recently created an animal control division.

COMMUNITY IMAGE

LITTLE CHANGES

The people of Caldwell have repeatedly expressed a desire to improve the community's visual image. Street trees grace many of the streets in the older areas of town and the City has planted and maintained landscaping at three freeway interchanges, greatly enhancing the community's image to travelers on Interstate 84.



Numerous public and private endeavors have been undertaken to physically demolish or renovate deteriorated structures or reduce the accumulation of waste or weeds on properties. Code amendments have been adopted to require higher standards for the image and vibrancy of the community. The landscaping ordinance was adopted to support landscaping improvements in all new and renovated development.



Caldwell should continue to develop programs that will improve the appearance and function of existing neighborhoods and assure appealing new growth. Landscaping requirements, individual community design requirements, tree planting, sign management, development requirements and community beautification are all important aspects of city growth but likewise are regulatory in nature and need to be carefully studied before they are finalized. There is recognition of the need to beautify, improve and basically keep the City in a state of good repair and competitive with other cities.



Above: Caldwell Commons Shopping Center, 2015

GOALS AND POLICIES – Community Design

GOAL 1: Foster growth and redevelopment in a manner that will enhance and improve the City's visual image.

Policy 1-1: Promote, encourage and maintain an aesthetically pleasing city.

Policy 1-2: Continue to work toward the elimination of blight and areas of deterioration.

Policy 1-3: Create aesthetically pleasing entrance corridors into the city.

Policy 1-4: Ensure that new development enhances rather than distracts from the visual image of surrounding areas.

Policy 1-5: Control the spread of noxious weeds.

Policy 1-6: Discourage or screen unsightly land uses in locations where they are visible from a gateway street.

RECOMMENDATIONS – Community Design

- Establish standards for enhanced landscaping features along gateway streets.
- Develop a tree-planting program that will encourage existing and new developments to replace or plant trees. Provide applicants with information on the program and encourage their participation.
- Monitor design standards for commercial buildings.
- Monitor the effectiveness of the sign and landscaping standards.
- Adopt a gateway overlay zone that limits and regulates unsightly land uses from appearing along a gateway street.



Chapter 16: Agriculture

INTRODUCTION



Canyon County has extraordinarily productive soils for agriculture. Caldwell's history is closely tied to its agricultural lands. Farmers and ranchers were early settlers and have contributed to our local culture through many generations. Farming and ranching operations, both large and small, continue to contribute to our economy by providing high-quality crops, local produce and livestock, and direct and indirect employment. Working agricultural landscapes also contribute to scenic open space, wildlife habitat and movement corridors throughout the area. Some of Caldwell's largest businesses are agriculturally-related. Land use regulation should support agriculture as a valued land use, minimize conflicts between agricultural and residential uses and help to conserve the natural environment.



FARM CENSUS

According to the 2012 Farm Census, the number of farms in Canyon County slightly decreased from 2,368 in 2007 to 2,331 in 2012, but the amount of acreage in agricultural use increased from 260,000 acres in 2007 to 303,000 acres in 2012.



71.7% of Canyon County's agricultural lands are croplands, 19.7% are pasturelands and the remaining 8.6% is considered to be used for other miscellaneous agricultural uses. Over \$513,000,000 of market value products were sold in Canyon County in 2012 of which 53% were crop sales and 47% livestock sales.

Canyon County ranks in the top three of all Idaho counties in the following sectors of the agricultural economy:



- Fruits, tree nuts and berries (#1).
- Horses and ponies (#1).
- Corn for grain (#1).
- Colonies of bees (#2).
- Grains, oilseeds, dry beans and dry peas (#3).
- Nursery, greenhouse, floriculture and sod (#3).
- Other crops and hay (#3).
- Sheep, goats, wool, mohair, and milk (#3).

NATIONAL & REGIONAL AGRICULTURAL TRENDS

WORKING WITHIN THE FOODSHED

The idea of feeding our population within foodsheds and the concept of food security have become topics of national discussion. A foodshed describes a region in which food is produced and consumed, rather than being imported from other areas. Popular methods of distributing food within a foodshed include farmers' markets, roadside produce stands and pick-your-own-produce farms. Growers are investing in demonstration gardens, greenhouses, hydroponic facilities and other methods of local food production. Some approaches are at odds with traditional zoning, and local governments must re-examine regulations to accommodate "farm-to-table" activities. The City of Caldwell and Caldwell Chamber of Commerce do an excellent job of promoting the farmer's market, veteran's garden and farm-to-fork programs.



URBAN AGRICULTURE

The American Planning Association defines urban agriculture as agricultural production in excess of needs for home consumption or educational purposes, as well as distribution and marketing of products within and near urban areas. Examples include community/school/backyard/rooftop gardens, commercial market gardens, community-supported agriculture, and family farms located in metropolitan greenbelts. Counties and cities across the country also are changing zoning laws to allow residents to keep chickens and small livestock. Caldwell updated its code in 2011 to make urban agriculture permitted within city limits.



FARMLAND PRESERVATION PROGRAMS

Best practices in rural planning have focused on clustering homes and allowing small lots. This is an attempt to make subdivisions more compatible with ongoing agricultural practices such as irrigation and water delivery, farming and harvesting, calving and livestock-raising. Programs also include transfers of density, buffers and other tools. The success of these tools has been mixed. Canyon County recently eliminated its special use permit process for developing subdivision on prime farmland.



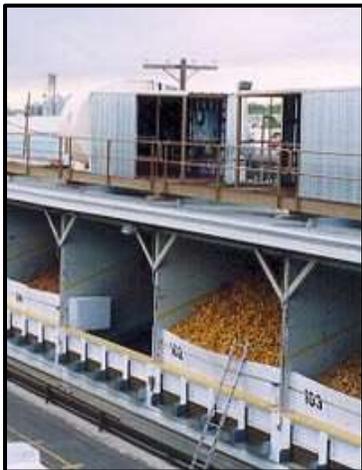


Above: Huston Winery, west of Caldwell.

Below Top: J.R. Simplot Company.

Below Middle: Crookham Company.

Below Bottom: University of Idaho Incubator.



AGRITOURISM

Agritourism is broadly defined as tourist-related activities on farms or agricultural lands. Idaho is following the lead of states such as Texas, Utah, and Washington in developing standards, guidelines and incentives for agritourism. More information on local agritourism efforts can be found in Chapter 18.

AGRICULTURE INDUSTRY

CALDWELL AGRIBUSINESS

Caldwell is blessed to have several substantial agribusiness companies. The J.R. Simplot Company is one of the world's largest privately held food and agribusiness companies. They are credited as having invented the french fry. Having planted roots in Caldwell in 1941, they are currently building a new state-of-the-art plant west of Caldwell. The Crookham Company is one of Caldwell's oldest businesses. Crookham was the first company to produce hybrid sweet corn seed on a commercial scale. Approximately 80% of the world's sweet corn seed is grown in Canyon County and processed by companies like Crookham.

Caldwell's proximity to Interstate 84 and the Union Pacific Railroad make it an ideal location for agribusiness companies to conduct business and ship their products to market.

AGRIBUSINESS INCUBATOR

The University of Idaho Agribusiness Incubator supports the creation, expansion and retention of locally owned agricultural enterprises. Its staff and physical resources are focused on the promotion of value-added ventures and local food networks.

The 22,000-square-foot facility includes 9,000 square feet of climate-controlled space for the emerging wineries of the Snake River Valley wine region. Four wineries currently share production space.

The incubator assists the Food Technology Center staff in the recruitment, screening and advising of food clients and provides kitchen users with affordable post-production storage.

The incubator also houses two livestock service businesses and an outreach office of the Micro Enterprise Training & Assistance program.

GOALS AND POLICIES – Agriculture

- GOAL 1: Recognize agriculture as an important tradition and economic resource for Caldwell.
- Policy 1-1: Recognize and support agricultural business needs such as local food stands and other uses that support local food production.
- Policy 1-2: Provide and expand opportunities for urban agriculture within city limits.
- Policy 1-3: Support and encourage farm-to-fork, farmer’s markets and community garden projects.
- Policy 1-4: Recognize the value of agritourism as an emerging trend and economic development resource.
- Policy 1-5: Educate the community regarding the needs and potential impacts of agriculture including topics such as traffic, dust, agricultural materials storage, animal noise and smells, lights, and farm equipment activities.
- Policy 1-6: Continue or increase funding for programs that address noxious weed abatement and other methods of assisting farmers in noxious weed control.
- Policy 1-7: Retain existing and attract new agribusiness companies to Caldwell.

RECOMMENDATIONS – Agriculture

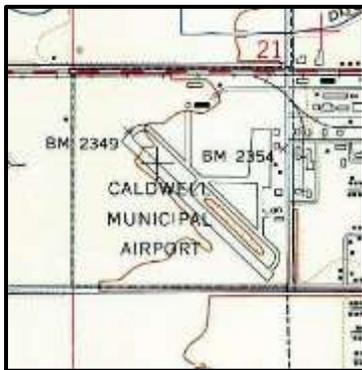
- Support local farmers’ markets, farm-to-table operations, outlets that sell local foods, and other efforts that advance the local foodshed. Educate the community on the benefits of buying local, even at higher costs.
- Re-evaluate land use regulations to ensure that local food producers are supported in growing, harvesting and delivering local food as economically as possible.
- Facilitate collaboration between local food producers and other agricultural operators to help utilize prime farmland efficiently and take advantage of acreage that may not otherwise be utilized.



Chapter 17: Public Airport Facilities

INTRODUCTION

The City of Caldwell owns and operates the Caldwell Industrial Airport. The airport has a single runway oriented from the northwest to the southeast. The runway is 5,500 feet long and 100 feet wide. The airport is the only FAA designated reliever airport in the State of Idaho. As a reliever, the airport is intended to accommodate general aviation activity, up to and including business jets, that might otherwise use the Boise Airport, the regional commercial service airport. Caldwell Industrial Airport is conveniently adjacent to Interstate 84.



Above: 1958 map of former airport site south of Simplot Boulevard.

HISTORY

In 1928, the City of Caldwell purchased 160 acres, located immediately northwest of downtown, from Webber J. Apell, who ran a flight school for eight years on that property. During the 1930's, the city made several improvements to that property including construction of the first hangar in 1939. The runway was first paved in 1952. By the late 1960's, residential growth was encroaching on the airport, and the city undertook a feasibility study to relocate the airport. The current airport site along I-84 was identified for a replacement and construction began in 1975.



PRESENT USEAGE

The airport currently supports 344 based aircraft including two (2) turboprops, three (3) business jets, and 25 helicopters. A new state-of-the-art terminal was recently built on the east side of the runway and south side of Linden Street. This facility is located on the previously undeveloped east side of the airport. A new stub taxiway and apron provide aircraft access from the runway to the new terminal area.



STREET NETWORK

The airport is bordered on the north by Linden Street and to the South by Ustick Road. Aviation Way connects these two roads and defines the western boundary of the airport. Beyond Aviation Way is Interstate 84. The closest interstate interchange is at Franklin Road, approximately two miles to the northwest.

AREA LAND USE

Land uses in the vicinity of the airport, as experienced at the previous airport site in the 1960's, can have a significant impact on airport operations and growth potential. Land uses immediately adjacent to the airport are commercial, industrial or agricultural.

The City of Caldwell has established an Airport zone (A-P) immediately around the airport in order to create an environment for developing the full range of facilities necessary for the safe and efficient operations of the airport. Regulating land use in the Airport Zone is specific to airport requirements. Development in the Airport Zone must be compatible and complimentary to airport operations.

In addition to the Airport zone, the City of Caldwell has established two overlay zones on properties outside of the immediate boundary of the airport. Airport Protection Overlay 1 zone (APO-1) is established to contribute to the safe operation of the airport, and to protect the possibility of future expansion of the airport. Noise sensitive uses such as residential developments, schools, and day care centers are prohibited in the APO-1 zone. Beyond the APO-1 zone is the Airport Protection Overlay 2 zone (APO-2). Noise sensitive uses are permitted in this zone, but they must build at a higher level of quality and provide an avigation easement that protects the airport from potential litigation.

Height restrictions are necessary to ensure that objects will not impair flight safety. Caldwell utilizes Title 14 of the Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace, when regulation building and sign height requirements on properties surrounding the airport.

MASTER PLAN

The Airport Master Plan (Appendix F to this Plan) formulates goals and policies to ensure that the airport is properly safeguarded for its intended use and allowed to expand as demand justifies with minimal impacts on the adjacent land uses. An update to the Master Plan was most recently completed in 2010.

The plan forecasts 650 based aircraft by 2030 including 18 turboprops, eight business jets, and 29 helicopters. The airport is expected to accommodate more activity by larger business jets; as a result the Master Plan recommends a long term runway length of 6,800 feet and a new taxiway on the east side of the airport that will accommodate future users of the airport.



ROAD RELOCATIONS



Several roadway improvements are considered part of the recommended master plan concept. The most significant is the closure of Linden Street between Aviation Way and the new terminal building. This portion of Linden would need to be closed to allow for the planned runway extension.

Smeed Parkway, for a length of 1,300-feet, was recently rerouted between the intersection with Linden Street and an irrigation canal. This new section of Smeed Parkway intersects Linden Street near the new terminal building. This relocation is necessary to allow for the completion of a new east side parallel taxiway and to allow for aviation-related development adjacent to the taxiway system.

KCID Road currently provides access to areas on the east side of the airport, including the automated weather observation system (AWOS). The master plan concept considers moving KCID Road to the southeast so that it eventually intersects with Ustick Road. The planned extension of KCID would provide useful access to the new terminal building and any new development on the east side of the airport.

GOALS AND POLICIES – Public Airport Facilities

GOAL 1: Maintain the viability and integrity of the Caldwell Industrial Airport.

Policy 1-1: Protect the airport from encroachment of incompatible uses.

Policy 1-2: Consider the Airport Master Plan when reviewing development proposals within the airport overlay zones.

Policy 1-3: Prohibit uses in the airport overlay zones that attract birds, create visual hazards, emit transmissions, or interfere with aviation communications.

Policy 1-4: Require an aviation easement and/or disclosure notification for new or substantial redevelopment of lots, buildings, structures and activities near the airport. The easement and disclosure should notify that the property is both near an airport and may experience low overhead flights, noise and other aviation impacts.

Policy 1-5: Adhere to guidelines provided in the Airport Master Plan when evaluating land use compatibility issues associated with new development in areas near or influenced by operations at the airport.

GOALS AND POLICIES – Public Airport Facilities

GOAL 2: Promote employment, income growth and diversification of the Airport.

Policy 2-1: Provide a mix of land uses that offer a variety of services for airport visitors, corporate and business offices, and the general public.

Policy 2-2: Encourage aviation-related economic development opportunities in appropriate locations surrounding the airport.

Policy 2-3: Planning and expansion of Caldwell Industrial Airport should account for existing economic activity and transportation infrastructure so as to integrate with, complement, or augment them.

RECOMMENDATIONS – Public Airport Facilities

- Promote the Caldwell Industrial Airport as the second busiest airport in Idaho and the primary reliever airport to Gowen Field (BOI).
- Work to ensure that all surrounding jurisdictions (City of Nampa, Canyon County, etc.) establish consistent development guidelines and regulations that utilize local, state and FAA guidelines, standards, rules, regulations and other best management practices encouraging compatible land uses adjacent to the airport.
- Continue to require aviation easements for new or substantial redevelopment of lots, buildings, structures and activities near the airport. The easement should notify that the property is both near an airport and may experience low overhead flights, noise and other aviation impacts.





Chapter 18: Tourism



Above: Canyon County Fair.

Below: Caldwell Night Rodeo.



TOURISM OVERVIEW

The newest industry in Caldwell is tourism. The Idaho Wine Commission was formed in the 1990's and moved their headquarters to Caldwell in 2005. When discussing the assets of Caldwell, many citizens point to the abundance of natural resources, open spaces, and water features. The wine industry promotes all of these features.

In addition to several wineries, Caldwell also attracts tourism through several annual events. The most popular event is the Caldwell Night Rodeo, held at the fairgrounds every August. Caldwell is also the host to the Canyon County Fair, College of Idaho sporting events, Indian Creek Festival, Caldwell Winter Wonderland, Treasure Valley Night Parade, Cinco de Mayo celebration, Taste of the Harvest, and the Caldwell Fine Arts Festival. This component sets the framework for promoting our region to outsiders by planning for proper and necessary accommodations.

FREEWAY INTERCHANGES

Caldwell is fortunate to have access to the federal interstate highway system via Interstate 84. There are three highway interchanges within city limits and two more in the area of city impact. Each interchange offers a variety of services.

INTERCHANGES IN CITY LIMITS:



Above: Exit 29 Interchange.

- Highway 20/26 (Exit 29). This interchange was recently rebuilt by the State of Idaho. This interchange is home to two truck stops, two hotels, and four restaurants. There is an abundant amount of vacant land north and east of the interchange that is a prime location for tourist development, including a reasonably sized convention center.
- City Center (Exit 28). This interchange provides access to downtown Caldwell. There are three gas stations, two motels, and eight restaurants near the interchange. Most of the land around this interchange has been developed. Infill/redevelopment should be targeted near this interchange.

- Centennial Way (Exit 27). This interchange was proposed in Caldwell's first comprehensive plan (1977) and built in 1983. Tourist amenities do not exist near this interchange. The western half of this interchange lies on the north side of the Boise River and is not accessible from the interchange.



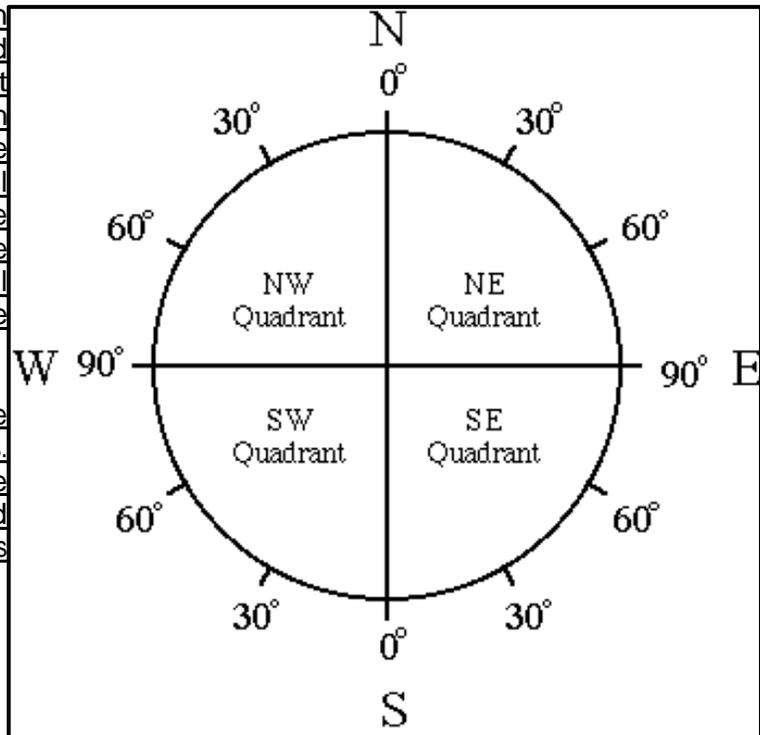
INTERCHANGES IN AREA OF CITY IMPACT:

- Highway 20/26 (Exit 26). This interchange provides connectivity to northwestern Canyon County and the communities of Notus and Parma. This is a rural interchange with one business (fireworks store). City sewer was recently extended into this area, making this interchange ripe for urbanization.
- Highway 44 (Exit 25). Located along the northern border of our Area of Impact, this interchange has one gas station on the boundary outside of the Area of City Impact. The area is mostly undeveloped and is not near urban infrastructure.

INTERCHANGE DEVELOPMENT PLANNING

For the purposes of this plan, the interchanges will be divided into four “quadrant” planning areas. Interstate 84 is an east-west freeway that runs southeasterly to northwesterly through the Caldwell Area of City Impact. NW Quadrant will generally be land on the north side of the freeway and west of the crossroad. NE Quadrant will generally be land on the north side of the freeway and east of the crossroad. SE Quadrant will generally be land on the south side of the freeway and east of the crossroad. Finally, SW Quadrant will be land on the south side of the freeway and west of the crossroad.

Exhibit #43 to the right identifies the location of the four quadrants. Exhibit #44 spells out whether the quadrant has been developed and what kind of, if any, tourist services are available.



Source: Caldwell Planning & Zoning Department, 2015

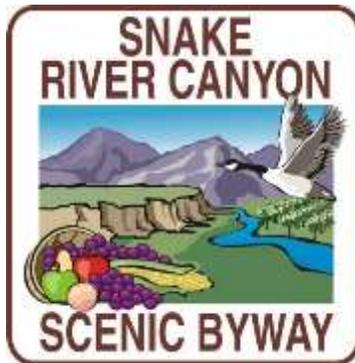
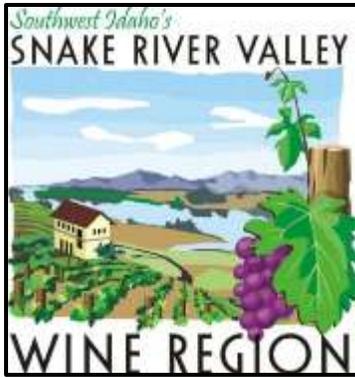
Exhibit #43. 2015 Caldwell Interchange Services

	<u>Quadrant</u>	<u>Developed</u>	<u>Gas</u>	<u>Restaurant</u>	<u>Lodging</u>
<u>Exit 25</u> <u>Highway 44</u>	<u>NW</u>	<u>Not in Area of City Impact</u>			
	<u>NE</u>	<u>Partially</u>			
	<u>SE</u>	<u>Partially</u>			
	<u>SW</u>	<u>Not in Area of City Impact</u>			
<u>Exit 26</u> <u>Highway</u> <u>20/26</u>	<u>NW</u>	<u>Partially</u>			
	<u>NE</u>	<u>No</u>			
	<u>SE</u>	<u>No</u>			
	<u>SW</u>	<u>Partially</u>			
<u>Exit 27</u> <u>Centennial</u> <u>Blvd. &</u> <u>Highway 19</u>	<u>NW</u>	<u>No</u>	<u>Undevelopable Area—No Access</u>		
	<u>NE</u>	<u>No</u>			
	<u>SE</u>	<u>No</u>			
	<u>SW</u>	<u>No</u>	<u>Undevelopable Area—No Access</u>		
<u>Exit 28</u> <u>10th Avenue</u>	<u>NW</u>	<u>Yes</u>		<u>X</u>	<u>X</u>
	<u>NE</u>	<u>Yes</u>	<u>X</u>		
	<u>SE</u>	<u>Yes</u>	<u>X</u>	<u>X</u>	
	<u>SW</u>	<u>Yes</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Exit 29</u> <u>Highway</u> <u>20/26 & 21st</u> <u>Avenue</u>	<u>NW</u>	<u>No</u>			
	<u>NE</u>	<u>Partially</u>	<u>X</u>	<u>X</u>	
	<u>SE</u>	<u>Partially</u>		<u>X</u>	<u>X</u>
	<u>SW</u>	<u>No</u>	<u>X</u>	<u>X</u>	

Source: Caldwell Planning & Zoning Department, 2015



The Exit 25 interchange is not near city sewer and water services, which will limit future development opportunities. The interchanges at Exit 26 and Exit 27 are adjacent to city services and ripe for new development. Approximately 48 acres of land in the northwest and southwest quadrants of Exit 27 were rezoned to C-4 Highway Commercial in 2010. The land around the Exit 28 interchange is fully developed. The Exit 29 interchange has developable land still available for new commercial development.



AGRITOURISM

Thousands of people in the United States enjoy the hobby of farm watching. In southwestern Idaho, farm and ranch vacations draw tourists. The opportunity to purchase produce directly from a farmer is gaining popularity. Agritourism is available in the Caldwell area in the following forms:

SNAKE RIVER CANYON SCENIC BYWAY

In 2008, a scenic byway was established in Canyon County along the Snake River. The side trips run through Caldwell's area of impact. The byway will promote scenic overlooks, wine festivals, historic interpretive sites, and kiosks. This byway is the only agricultural byway in the State of Idaho. Caldwell is designated as a gateway city to the scenic byway. The City expects to be a host to byway tourists.

IDAHO WINE COMMISSION

Idaho Grape Growers and Wine Producers Commission is a statewide commission. They are run by a board of five members – appointed by Governor. The Commission is represented by three (3) growers and two (2) producers. Their mission is to promote wine, table grapes and education. There are over one dozen wineries in the Sunnyslope area west of Caldwell.

GOALS AND POLICIES – Tourism

GOAL 1: Showcase and market all of Caldwell's positive aspects.

Policy 1-1: Assist Canyon County wine makers into making Caldwell the Wine Capital of Idaho.

Policy 1-2: Historical neighborhoods should be preserved and marketed for walking tours.

Policy 1-3: Enact an attractive way-finding system.

Policy 1-4: Utilize highway advertising to market Caldwell.

GOALS AND POLICIES – Tourism

GOAL 2: Expand tourism services throughout the city.

Policy 2-1: Encourage the placement of new hotels, restaurants, and gas stations near freeway interchanges.

Policy 2-2: Encourage the placement of new hotels and restaurants in the city center. Policy

2-3: Support the expansion of existing and the creation of new campgrounds, with connections to city services.

Policy 2-4: Support the placement of traveler services, such as restaurants, meeting facilities, banks, automotive repair, and gift shops near hotels.

GOALS AND POLICIES – Tourism

GOAL 3: Increase tourism opportunities.

Policy 3-1: Support new events that will attract people to visit Caldwell.

Policy 3-2: Require new tourist attractions to provide way-finding signage.

RECOMMENDATIONS – Tourism

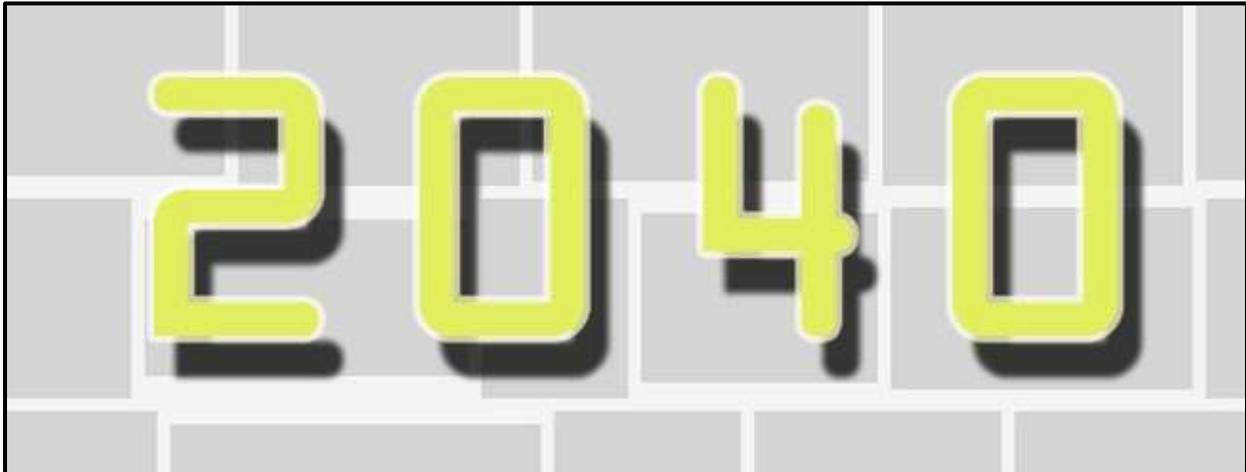
- Establish a Convention and Visitors Bureau through the Chamber of Commerce.
- Build a reasonably sized convention/meeting center.
- Attract amusement centers and other forms of family-oriented entertainment.
- Promote the construction of a new interchange at Ustick Road.



Chapter 19: Implementation

IMPLEMENTATION SCHEDULE

This component summarizes the Comprehensive Plan's numerous recommendations. It serves as a checklist and quick reference tool to review the major actions recommended in this plan. The formal adoption of the City of Caldwell Comprehensive Plan is only the first step in the implementation process. The Plan sets forth an agreed-upon road-map of actions for the next 25 years. It is the product of considerable effort on part of the citizens of Caldwell, the Caldwell City Council, the Planning and Zoning Commission, and the Planning and Zoning Department. Without continuing action to implement the Plan, the City's efforts up to this point will have little lasting impact. The Planning and Zoning Department, working with a wide range of implementation partners, will be the lead facilitator to coordinate efforts and implement the Plan.



Implementation of the Comprehensive Plan will require ongoing and long-term commitment. The majority of the Plan's recommendations will require support from City personnel. Thus it is likely the City may need to hire additional full-time, part-time, or temporary staff/consultants with appropriate experience. The extent to which meaningful and sustained progress can be made will depend on the availability and acceptability of financial resources and assistance programs.

The Plan's implementation recommendations/actions are described in detail in their respective components in Exhibit #45. Actions are categorized in priority as high, medium, low, or ongoing. In general, high priority recommendations should be completed by 2025; medium priority projects should be completed by 2030; and, low priority actions should be completed by 2040. An ongoing recommendation requires yearly monitoring and actions, however, since the implementation of this Plan is subject to change over time and budget constraints, suggested priorities and timing should be flexible to meet the City's needs.

Exhibit #44. Implementation Schedule

✓	Recommendation	High Priority	Medium Priority	Low Priority	Ongoing
Property Rights Component					
<input type="checkbox"/>	Planning and zoning staff will follow the Attorney General's Checklist Criteria outlined in the Idaho Regulatory Taking Act Guidelines prior to initiating any proposed regulatory or administrative action.				X
Population Component					
<input type="checkbox"/>	Assist the U.S. Census Bureau with preparations for the 2020 census.	X			
<input type="checkbox"/>	Promote the census to the residents of Caldwell.		X		
School Facilities & Transportation Component					
<input type="checkbox"/>	Revise the Public Facilities Plan when a major revision is made to the Comprehensive Plan.				X
<input type="checkbox"/>	Host an annual forum between the development community and school districts.				X
<input type="checkbox"/>	Provide school district officials with demographic data that will assist them in analyzing types of growth and growth patterns.				X
<input type="checkbox"/>	Create a task force that investigates pedestrian infrastructure and recommends improvements.	X			
Economic Development Component					
<input type="checkbox"/>	Periodically update and expand the land use table to include new and emerging industries.				X

✓	Recommendation	High Priority	Medium Priority	Low Priority	Ongoing
<input type="checkbox"/>	Periodically revise institutional zones (Airport District, Hospital District, College District) to keep up with developing industry trends.				X
<input type="checkbox"/>	Coordinate job training opportunities with local colleges.				X
<input type="checkbox"/>	Investigate the human resources needs of major local employers.				X

Land Use Component

<input type="checkbox"/>	Designate broad areas for residential, commercial, industrial, institutional, open space, and mixed use on the Comprehensive Plan Map.				X
<input type="checkbox"/>	Amend the Comprehensive Plan Map annually.				X
<input type="checkbox"/>	Review the Impact Area boundaries as needed, or at least every five years and consider expanding the boundaries if growth patterns and capital facilities planning support an expansion				X
<input type="checkbox"/>	Consider additional measures and ordinances that would protect ongoing farm operations adjacent to developing lands.		X		
<input type="checkbox"/>	Review zoning districts periodically and amend them as necessary to reflect changing land use trends.				X
<input type="checkbox"/>	Consider adopting reasonable performance standards.			X	
<input type="checkbox"/>	Consider expanding LEEDS building standards to commercial uses city-wide.		X		
<input type="checkbox"/>	Work with irrigation districts to develop a comprehensive canal and drain crossing plan.	X			

✓	Recommendation	High Priority	Medium Priority	Low Priority	Ongoing
Natural Resources Component					
<input type="checkbox"/>	Examine the design and use of materials in local streets for the purpose of reducing impervious surface as much as possible.			X	
<input type="checkbox"/>	Promote the use of greenbelts for the filtration properties as a means to protect surface waters and wetlands from contamination.				X
<input type="checkbox"/>	Invite the University of Idaho Extension office in the development review process when considering a land use proposal in an environmentally sensitive area.				X
Hazardous Areas Component					
<input type="checkbox"/>	Encourage applicants and planners to consult with the appropriate agencies to determine acceptable levels of encroachment along the Boise River, Indian Creek, irrigation canals and drains, and other natural resources.				X
<input type="checkbox"/>	Identify and mitigate abandoned underground storage tanks.		X		
<input type="checkbox"/>	Carefully review new amendments proposed to FEMA floodplain maps.				X
Public Services, Facilities & Utilities Component					
<input type="checkbox"/>	Strive to maintain an Insurance Service Organization (ISO) rating of 3.				X
<input type="checkbox"/>	Involve public safety departments in the review and design of new parks and pathways.				X

✓	Recommendation	High Priority	Medium Priority	Low Priority	Ongoing
<input type="checkbox"/>	Periodically analyze and monitor the fairness and adequacy of impact fees for public safety and recreational purposes.				X
<input type="checkbox"/>	Amend parking regulations to require lighting in parking lots.		X		
<input type="checkbox"/>	Ensure there are adequate water/sewer systems by planning for short and long-term water and sewer expansion projects. Such projects would include main extensions, reservoir and lift station construction, upsizing existing mains and expansion of the wastewater treatment facility.				X
<input type="checkbox"/>	Design infrastructure to accommodate multiple functions including storm water management, habitat needs, and community recreation.				X
<input type="checkbox"/>	Implement and periodically update the Public Facilities Plan.				X
Transportation Component					
<input type="checkbox"/>	Adopt and enforce an access management plan to eliminate unnecessary multiple access points.		X		
<input type="checkbox"/>	Study the feasibility of commuter rail service from Caldwell to Boise.			X	
<input type="checkbox"/>	Work with ITD to provide frontage/backage roads and limited access into the development design along State highways.				X
<input type="checkbox"/>	Implement ITD's corridor plans for all State highways in the area of the city impact.				X

✓	Recommendation	High Priority	Medium Priority	Low Priority	Ongoing
<input type="checkbox"/>	Adopt street standards for parking and street sections that strike a balance between safe access and transportation, adequate parking, fire safety and support for pedestrian circulation.				X
<input type="checkbox"/>	Preserve and protect future transportation corridor right-of-way through continued communication and coordination with ITD, COMPASS, and local government agencies.				X
<input type="checkbox"/>	Revise the Pathways and Bike Routes Master Plan to include a plan to pave sidewalks on classified streets.	X			

Recreation Component

<input type="checkbox"/>	Monitor the development of interconnected trails and pathways between residential development, schools, parks, YMCA and commercial areas.				X
<input type="checkbox"/>	Implement the Parks and Recreation Master Plan.				X
<input type="checkbox"/>	Implement the Pathways and Bike Routes Master Plan.				X
<input type="checkbox"/>	Acquire areas suitable for parks, trails, and recreational sites in accordance with the plan.				X
<input type="checkbox"/>	Create standards for open space amenities.		X		
<input type="checkbox"/>	Improve maintenance of existing parks.				X

Special Areas (Historic Areas) Component

<input type="checkbox"/>	Study historic neighborhoods for designation as a local historic district.				X
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✓	Recommendation	High Priority	Medium Priority	Low Priority	Ongoing
Special Areas (Historic Preservation) Component					
<input type="checkbox"/>	Include the Historic Preservation Commission in the review process for new developments when considering proposals near a historically sensitive property.				X
<input type="checkbox"/>	Assist the Historic Preservation Commission with providing educational information, programs, and brochures.				X
<input type="checkbox"/>	Erect signage in local and national historic districts.				X
Special Sites (City Center) Component					
<input type="checkbox"/>	Identify transit routes and design station locations as a means to bring people downtown.				X
<input type="checkbox"/>	Improve the appearance of signage at the freeway interchanges and City Center gateway streets.				X
<input type="checkbox"/>	Adopt a parking management plan that addresses all private and public parking resources and sets parking time restrictions and zoning standards to maximize the efficient use of parking.	X			
<input type="checkbox"/>	Develop a public arts program that provides artwork along Indian Creek.			X	
<input type="checkbox"/>	Implement an Indian Creek corridor pedestrian way that provides continuity in design in the City Center District.				X
<input type="checkbox"/>	Create a specially defined streetscape for 10th Avenue defining it as a gateway street.		X		

✓	Recommendation	High Priority	Medium Priority	Low Priority	Ongoing
<input type="checkbox"/>	Improve streetscapes with trees, street furniture, and brick pavers on all City Center streets.				X
<input type="checkbox"/>	Support designation of properties eligible for listing on the National Register of Historical Places.				X
<input type="checkbox"/>	Work with Union Pacific Railroad to reduce/eliminate train whistles in downtown Caldwell.	X			
<input type="checkbox"/>	Establish a façade improvement program in the City Center District.	X			
Special Sites (College of Idaho) Component					
<input type="checkbox"/>	Work with Valley Regional Transit on improving routes as a means to bring students into downtown.				X
<input type="checkbox"/>	Investigate the feasibility of designing bike lanes on Cleveland Blvd. and Blaine Street (I-84 Business).		X		
<input type="checkbox"/>	Consider crosswalk improvements at the intersection of 10th Avenue and Dearborn Street.	X			
<input type="checkbox"/>	Rebuild sidewalks in the neighborhoods surrounding the college.				X
<input type="checkbox"/>	Work with downtown business owners to cater their business to meet the desires of students.				X
Housing					
<input type="checkbox"/>	When deemed necessary, require new housing units to have eaves, a minimum 6/12 roof pitch, 20% façade features, and enclosed soffit.				X

✓	Recommendation	High Priority	Medium Priority	Low Priority	Ongoing
<input type="checkbox"/>	Establish procedures which would offer more housing variety and deter monotonous development.			X	
<input type="checkbox"/>	Conduct a senior citizen housing needs assessment.		X		
<input type="checkbox"/>	Create incentive programs that promote the rehabilitation or removal of dilapidated housing.	X			
Community Design Component					
<input type="checkbox"/>	Establish standards for enhanced landscaping features along gateway streets.	X			
<input type="checkbox"/>	Develop a tree-planting program that will encourage property owners to replace or plant trees.		X		
<input type="checkbox"/>	Monitor design standards that would improve the appearance of new commercial buildings.				X
<input type="checkbox"/>	Monitor the effectiveness of the sign and landscaping standards.				X
<input type="checkbox"/>	Adopt a gateway overlay zone that regulates and limits unsightly land uses from appearing along a gateway street.			X	
Public Airport Facilities Component					
<input type="checkbox"/>	Promote the Caldwell Industrial Airport as the second busiest airport in Idaho and the primary reliever to Gowen Field (BOI).				X
<input type="checkbox"/>	Work to ensure that all surrounding jurisdictions establish consistent development guidelines and regulations that utilize local, state and FAA guidelines, standards, and rules encouraging compatible land uses near the airport.				X

✓	Recommendation	High Priority	Medium Priority	Low Priority	Ongoing
<input type="checkbox"/>	Continue to require aviation easements for new buildings, structures and activities near the airport. The easement should notify that the property is near an airport and may experience low overhead flights, noise and other aviation impacts.				X
Tourism Component					
<input type="checkbox"/>	Work with the Chamber of Commerce to develop a convention and visitor's bureau.				X
<input type="checkbox"/>	Develop a reasonably sized convention/meeting center			X	
<input type="checkbox"/>	Attract amusement and entertainment businesses.				X
<input type="checkbox"/>	Promote the construction of a new interchange at Ustick Road.		X		

COMPREHENSIVE PLAN MONITORING AND UPDATES

Plan implementation will require active monitoring to determine whether the Plan's goals and policies are being met. The Plan is not a static document; the planning process must be updated on a regular basis. The need for Plan amendments is the result of many influences. Most frequently, these are brought about by changes in attitudes or emerging needs not foreseen at the time of the Plan's adoption.

The City should initiate review of the Plan every five years. Routine examination of the Plan will help ensure that the planning program remains relevant to the City's needs and aspirations.





Comprehensive Plan Map

COMPREHENSIVE PLAN MAP

The official 2040 Comprehensive Plan Map for the City of Caldwell was adopted simultaneously with the comprehensive plan and is inserted in a pocket in the front cover of the plan. The city council generally updates the map annually to account for any amendments that took place during the prior year.

The land use categories are described in the Land Use component of this plan (Chapter 5).

GUIDANCE ON HOW TO USE THE COMPREHENSIVE PLAN MAP

Changes in amending the map may become necessary because of one or more of the following types of situations:

- Expansion of the area of city impact.
- Annexation occurring outside the area of city impact.
- Special studies or plans, which necessitate a reevaluation of the map.
- Proposed projects or developments by other agencies or institutions.
- New transportation improvements, such as a major highway corridor or commuter rail service.
- Reexamination of a highway corridor to designate a new commercial or industrial classification.
- An emerging development/land use trend not foreseen by planning staff at the time when the Plan was prepared.

Changes in amending the map should not occur under one or more of the following circumstances:

- If the reclassification would support or encourage a spot zoning proposal.
- If a development proposal is not consistent with any Comprehensive Plan goal or policy.
- If the reclassification is not considered to be in the public interest.



Technical Appendix

INTRODUCTION

It is recognized that, in some cases, plans and studies require substantial detail and background material. The key points of these materials are summarized in this plan. All appendices are bound separately and kept on file for easy reference. Although all appendix items are available to the public, they are available for purchase from the Planning and Zoning Department or the City Clerk's office and are separate from the plan.

Technical Appendix (Separate Documents)

Appendix A.	Parks Impact Fee Study
Appendix B.	Police and Fire Impact Fee Study
Appendix C.	Public Facilities Plan
Appendix D.	Bicycle and Pedestrian Master Plan
Appendix E.	Parks and Recreation Master Plan
Appendix F.	Airport Master Plan

GLOSSARY 5/29/19, rev 8/2/19

Absentee Owner - A property owner that doesn't live in the jurisdiction where they own property.

Accessory Dwelling Unit (ADU) - Secondary dwelling unit on the same lot of the principal residence that includes its own independent living facilities with provisions for sleeping, cooking, and sanitation.

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

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

Agriculture General – Tilling of soil, horticulture, growing crops, raising livestock, dairying, including all uses customarily accessory and incidental thereto; but excluding commercial feedlots, raising of swine for commercial use, raising of poultry for commercial use, commercial dairies (as defined) and similar intensive agri-related uses.

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

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

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

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

Bicycle Route/Path/Lane –A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way, which has been designated by striping, signing and pavement markings for the preferential or exclusive use for bicyclists. (~~See Pathway and Bicycle Plan~~).

Blighted - A blighted area is one that has deteriorated or has been arrested in its development by physical, economic, or social forces.

Buffer - A vegetated strip or berm that helps to absorb excess stormwater, reduce the amount of

pollutants entering creeks, streams, and natural areas, and mitigate aesthetic impacts of a project. Also, a strip of land or type of landscaping created to separate and protect one type of land use from another; for example, as a screen of planting or fencing to insulate the surroundings from the noise, smoke, or visual aspects of an industrial zone or junkyard..

Building Codes - Regulations that prescribe minimum standards for the construction and maintenance of buildings.

Building Permit - A permit issued for various types of building activity that authorizes structural, electrical, heating and cooling, plumbing, or demolition work.

Built Environment – man-made structures, features, and facilities viewed collectively as an environment in which people live and work, such as, buildings, landscaping, roads, signs, trails, and utilities.

Capital Improvement Program (CIP) - A proposed timetable or schedule of significant future capital improvements to be carried out during a specific period usually with cost estimates and the anticipated means of financing each project.

Central Business District (CBD) - The major commercial downtown center of a community.

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

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

Community - When used in a social or political context, refers to the group of people living in a particular area.

Community Parks - Community parks are large and intended to provide facilities of general community interest. These parks should provide for active and passive recreation for all ages and for family and organized recreation. They should be centrally located and readily accessible with approximately 3.5-acres per 1,000-people.

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

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

Community Character - The features that define the built and natural environment within the community help to create its character. These include historic buildings, natural stream corridors, woodlands, residential neighborhoods of different types, building density and orientation (auto- or

pedestrian-oriented), and the scale and quantity of signage.

Community Development Block Grant (CDBG) - Under the CDBG program, the U.S. Department of Housing and Urban Development (HUD) sponsors funds to local municipalities for projects. Eligible programs and projects include a wide range of community and economic development activities aimed at revitalizing decayed urban areas and benefiting low- and moderate-income persons.

Community of Place - A dynamic, diverse, compact and efficient center that has evolved and maintained at a human scale, with an easily accessible central core of commercial and community services, residential units and recognizable natural and built landmarks and boundaries that provide a sense of place and orientation.

Condominium - A unit available for sale in fee simple contained in a building with more than one occupancy and subject to covenants and restrictions placing control of the common areas/common lots to an elected board and platted as a condominium plat as per the specifications of "city code" as defined herein.

Cumulative Effects - Effects on the environment that result from the incremental impacts of an action when added to other past, present, and reasonably foreseeable future actions, regardless of which agency or person undertakes such actions. Cumulative effects can result from individually minor, but collectively significant, actions taking place over a period of time.

Density - Density measures the amount of development located on a tract of land. For residential development, density is usually expressed as the number of housing units per acre. For non-residential development, density is usually expressed as the gross square footage of a building per acre (e.g., 10,000 square feet per acre).

Density (Gross) - Calculated by dividing the total number of units by the total acreage.

Density (Net) - Calculated by dividing the [total number of units] by the [total acreage minus all publicly dedicated land].

Design Standards - The standards that set forth specific improvement requirements.

Development - Making a material change in the use or appearance of a structure or land, dividing land into two or more parcels, creating or terminating a right of access.

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

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

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

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

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

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

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

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

Dwelling, Two-family - A building containing two (2) single-family dwelling units totally separated from each other by a nonpenetrated wall extending from basement to roof (2 units on 1 lot or parcel - duplex). Each unit shall have its own address and its own water meter.

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

Easement – A grant of one or more of the property rights by the public owner to and/or for use by the public, a corporation, or other person or entity.

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

Economic Development - The addition of a new economic activity.

Environmental Protection Agency (EPA) - EPA is the federal source agency of air and water quality control regulations affecting a community.

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

Exurban - Exurbia or the "exurbs" are a type of spatial pattern of settlement that differs from their suburban counterparts. Exurbs are located at greater distances from urban centers than suburban developments and are comprised of a different mix of land uses and population. Active farms are interspersed with different ages and types of very low-density residential development, including roadside

houses, new housing subdivisions, exclusive estates, and mobile homes. In addition, exurbia contains small, rural towns as well as newer edge-of-town retail, commercial, and industrial development. Exurbs are areas that are in transition from their traditional rural setting to something more urban. They are often transformed into suburbs or edge cities within a 20-30 year period.

Farm Animals – Horses, cattle, sheep, chickens, roosters, goats, pot belly pigs and other like useful animals kept for profit or use.

Floodplain - Lands, which are within the floodway and the floodway fringe.

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

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

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

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

Greenway/Greenbelt - An open area, which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

Group Home, Eight or Fewer Residents - The use of property as a group residence in which eight (8) or fewer unrelated mentally and/or physically handicapped or elderly persons reside and who are supervised at the group residence in connection with their handicap or age related infirmity. Resident staff, if employed, need not be related to each other or to any of the mentally and/or physically handicapped or elderly persons residing in the group residence. No more than two (2) of such staff shall reside in the dwelling at any one time. The department of health and welfare may require group residences, as herein defined, to be licensed and set minimum standards for providing services or operation. Such licensure may be under the residential or assisted living facility rules, or under the intermediate care facilities for mentally retarded or related conditions rules, or under rules specifically written for such group residences. No special use permit, zoning variance, or other zoning clearance shall be required of a group residence, as herein defined, which is not required of a single-family dwelling in the same zone. No local ordinances or local restrictions shall be applied to or required for a group residence, as herein

defined.

This definition, as herein defined, and use does not include or apply to tenancy or planned tenancy in a group home or residence by persons who are under the supervision of the state board of correction pursuant to section 20-219, Idaho Code, or who are required to register pursuant to chapter 83 or 84, title 18, Idaho Code, or whose tenancy would otherwise constitute a direct threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others (see definition of Transitional Homes).

Group Home, Nine or More Residents - The use of property as a group residence in which nine (9) or more unrelated mentally and/or physically handicapped or elderly persons reside and who are supervised at the group home in connection with their handicap or age related infirmity. Resident staff, if employed, need not be related to each other or to any of the mentally and/or physically handicapped or elderly persons residing in the group home. The department of health and welfare may require the group home, as herein defined, to be licensed and set minimum standards for providing services or operation. Such licensure may be under the residential or assisted living facility rules, or under the intermediate care facilities for mentally retarded or related conditions rules, or under rules specifically written for such group homes.

This definition, as herein defined, and use does not include or apply to tenancy or planned tenancy in a group home or residence by persons who are under the supervision of the state board of correction pursuant to section 20-219, Idaho Code, or who are required to register pursuant to chapter 83 or 84, title 18, Idaho Code, or whose tenancy would otherwise constitute a direct threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others. (see definition of Transitional Homes).

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

Housing Units - Where a person lives/dwells.

Incompatible Land Uses - The location of a more-intensive land uses adjacent to less-intensive land uses.

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

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

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

Infill Development - See Odd-Lot Development.

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

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

Land Trust - They are nonprofit organizations whose primary purpose is the preservation of undeveloped open land for conservation value to the community. Land trusts are concerned with all kinds of open space land, or they focus on specific resources, such as farmland, prairie, mountain ridges, watersheds, river corridors, lakes, parks, or community gardens. Land trusts can be rural, suburban, or urban, depending upon the geography they serve.

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

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

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

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

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

Manufactured Home – A single-family dwelling unit, constructed after June 15, 1976, in accordance with the HUD manufactured home construction and safety standards, and is transportable in one or more sections, which, in the traveling mode, is eight (8) body feet or more in width or is forty (40) body feet or more in length, and which is built on a permanent chassis and designed to be used as a dwelling with a permanent foundation.

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

Mixed Use - The use of a site which integrates a variety of two (2) or more land uses including residential, office, retail, service, public and entertainment.

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

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

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

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

Neighborhood Parks - A neighborhood park is medium sized, containing facilities primarily of interest to the immediate neighborhood. Facilities for a variety of activities should be provided. They should be approximately 2-acres per 1,000 residents.

Objective - The objective statement defines the meaning of the goal; describes how to accomplish the goal, and suggests a method of accomplishing it. It advances a specific purpose, aim, ambition or element of a goal. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal.

Odd-Lot Development - The development of new housing or other buildings on scattered vacant sites in a built up area.

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

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

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

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

Planning Period - The period of time between 2020 and the year 2040 pertaining to the comprehensive plan.

Planned Unit Development (PUD) – A parcel of land which is planned and developed as a unit under a single ownership or control, containing one or more uses, buildings, and common open space or recreational facilities. The planned unit development process is not intended to skirt development rules nor result in a detrimental impact on the surrounding community through its implementation. The administrative procedures for a planned unit development shall be the same as applied to special use permits. It shall be the purpose of the planned unit development to encourage the unified and planned development of a site held in individual or corporate ownership at the time of development by the use of a planned unit development process. Such

developments may be permitted without customary division into individual lots, or without specific conformance with the zoning.

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

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

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

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

Quality of Life - Those aspects of the economic, social and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities, public safety, services and inclusionary practices.

Residential Area - A given area of the community in which the predominant character is residential. Uses, which support residential activity such as parks, churches, schools, fire stations, and utility substations, may also be permitted. In certain instances, existing lots of record and development patterns may exceed comprehensive plan densities.

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

Rezone – To change the zoning classification of particular lots or parcels of land.

Ridesharing - Sharing a ride (and related costs), usually to an employment location with other commuters, usually by carpooling or vanpooling.

Right-of-Way (ROW) - A portion of land dedicated or reserved for public use which normally includes streets, sidewalks, utilities or other service functions.

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

the impacts to rural character, buffer zones, open space or better landscaping guidelines should be considered.

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

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

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

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

Street – A public right of way which provides vehicular and pedestrian access to adjoining properties, acceptance or granting of which has been officially approved by the city. The term “street” also includes the terms highway, thoroughfare, road, avenue, boulevard, lane, place, circle, way, court, loop and other such terms.

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

Street, Arterial - Any street, existing or proposed, with a primary purpose of carrying through traffic. A general term that, when referenced herein, shall include expressways, major and minor arterial streets, interstate, state or county highways, and other arterial classifications having regional continuity.

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

Street, Local - Any public street, other than an arterial or collector, which provides access to abutting property and principally serves local traffic.

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

Subdivision - The dividing of land into more than four (4) parts for the purpose of transfer of ownership or development or for the construction of improvements, whether immediate or future, and as more fully described in this chapter.

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

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

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

~~Comment: Transfer of development rights, or transfer of development credits, is a relatively new land development control tool used to preserve open space and farmland. Presently, the most common use of this method has been for historic preservation in urban areas.~~

Transit-Oriented Development - The concentration of development at nodes along public transit corridors, either light rail or bus routes.

Transitional Homes - Building that provides tenancy or planned tenancy by persons who are under the supervision of the state board of correction pursuant to section 20-219, Idaho Code, or who are required to register pursuant to chapter 83 or 84, title 18, Idaho Code, or whose tenancy would otherwise constitute a direct threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others. Transitional homes are not group homes, regardless of the number of tenants.

Transitional Use - A permitted use or structure of an intermediate intensity of activity or scale and located between a more-intensive or less-intensive use.

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

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

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

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

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

Urbanization - Process of converting land from rural to urban.

Wireless Communications Facility – A parcel of land containing a tower, sending and receiving antennas attached to the tower, and a prefabricated or modular structure or cabinets containing electronic equipment, in addition to associated ground equipment and other similar equipment used in the wireless communications industry.

Variance - Exceptions to zoning laws granted in accordance with the provisions of state zoning enabling laws.

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

Walkway - A) A right-of-way dedicated to public use that is not within a street right-of-way, to facilitate pedestrian access though a subdivision block by means of a hard surface path.

B) Any portion of a parking area restricted to the exclusive use of pedestrian travel.

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

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

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

Zero-Lot Line - A detached single-family unit distinguished by the location of one exterior wall on a side property line.

Zoning – The delineation of districts and the establishment of regulations governing the use, placement, spacing and size of land and buildings.

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

Sources:

Many of the terms in this glossary were derived from the following sources:

Monterey County, CA: Glossary of Planning Terms

Delaware, OH: Comprehensive Plan, Glossary of Planning Terms

Sacramento Transportation and Air Quality Collaborative: Glossary of Terms, Land Use Planning

Ithaca Tompkins County Transportation Council: Long Range Plan, Glossary

City of Boise, Comprehensive Plan, Glossary

Tompkins County Environmental Management Council: Unique Natural Areas Inventory of Tompkins County, Glossary