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1 PROJECT SUMMARY

1.1 PURPOSE AND NEED

The decision to initiate this project is driven by the current state of the downtown area, where roads, sidewalks, and non-ADA compliant pedestrian ramps are in a deteriorating condition. The deteriorating state of the roads and sidewalks raises significant concerns regarding the safety of both pedestrians and drivers. Furthermore, non-ADA compliant pedestrian ramps pose accessibility challenges for individuals with disabilities, limiting their ability to fully experience and enjoy the historic downtown area. Considering these issues, this master plan aims to revitalize the downtown area by offering four alternative proposals. These alternatives are designed to address the concerns at hand and breathe new life into the downtown area.

1.2 GOALS

This project has three main objectives. Firstly, it aims to enhance the safety of the roadways for both pedestrians and vehicles traveling to the downtown area. The current state of the roads and sidewalks does not meet current standards, necessitating improvements. The second objective is to increase foot traffic in the downtown area by addressing the deficiencies in pedestrian access. By implementing proposed changes, the number of pedestrians visiting the downtown and farmers market areas is expected to rise, resulting in increased economic activity for local businesses. The third goal is to create a welcoming environment for business to thrive. This will be achieved through sidewalk enhancements on 1st Street South and the redesign of the farmers market area on Front Street, which will also serve as a venue for events, maximizing the utilization of the space. Additionally, the project aligns with broader principles such as creating a pedestrian-friendly environment, promoting sustainability, supporting mixed-use development, preserving heritage, and fostering community livelihood.

1.3 PREFERRED ALTERNATIVE 1ST STREET SOUTH

There were four alternatives considered on 1st Street South between 12th and 13th Avenue. Between 13th and 14th the roadway would be reconstructed in its current configuration and ADA pedestrian ramps would be constructed at the intersections. The 12th to 13th alternatives are as follows:

- A. Reconstruct in its existing configuration (Exhibit A).
- B. Reconstruct in its existing configuration except eliminate parking on the easternly half of the north side of 1st Street and replace with concrete patio (Exhibit B).
- C. Reconstruct roadway and eliminate all parking and replace it with concrete patio (Exhibit C).
- D. Reconstruct into a pedestrian mall by replacing all asphalt and concrete with one continuous concrete patio (Exhibit D).

Based on public input, alternative D is the preferred alternative for 1st Street South.

1.4 PREFERRED ALTERNATIVE FRONT STREET

Only one alternative was developed for Front Street. Between 12th and 13th, reconstruct the roadway in its existing configuration, construct an eight-foot sidewalk on the south side, and construct ADA pedestrian ramps at the intersections. In addition, it is recommended that the city sell the public parking lots for redevelopment with a parking garage and commercial/residential located above. Between 13th and 14th, create a pedestrian mall around the existing Lloyd's Square by replacing the roadway with a concrete patio, replacing the grass field with synthetic turf, constructing a splash pad, provide a picnic/shade area, and construct restrooms (Exhibits E,F).

1.5 COST

The project expenditures will be divided into two distinct sections: the 1st Street enhancements and the Front Street enhancements. The estimated cost for the 1st Street enhancements is \$1.55 million (2023). It is noteworthy that select elements of the proposed Front Street Enhancements will be seamlessly integrated into a pedestrian bridge, a separate undertaking managed by a different company. As a result, the estimated cost for the comprehensive Front Street improvements is projected to cost \$1.69. Thus, the entire project is expected to cost a total of \$3.24 million.

1.6 SCHEDULE

The estimated timeline for the development of these projects encompasses various stages and durations. For 1st Street South, it is anticipated that the project development stage will take approximately six months. Construction of both 1st Street South and Front Street is estimated to be 80 days each. If constructed jointly, the expected duration is 120 days.

2 PROJECT DESCRIPTION

2.1 PROJECT DEVELOPMENT

Project Development is a vital process that considers the project's extensive scope and intricate nature. The planning and design phase plays a fundamental role in ensuring a well-structured and thoughtful approach for the downtown area. As the project moves forward, the implementation phase takes center stage, involving the actual construction and execution. Finally, the crucial stages of deployment and evaluation to thoroughly assess the project's success and make necessary adjustments based on the outcomes, will ensure its continued effectiveness.

2.2 SCOPE OF WORK

The construction scope of work will entail asphalt pavement, concrete curbing and sidewalk/patio, street tree installation, pedestrian lighting, ADA pedestrian ramp construction, and minimal drainage modifications. Front Street will also include installation of synthetic turf, and construction of a splash pad, restroom facilities, and picnic/shade area. The complete list of construction activities can be found in the cost estimates (Appendix A and B).

2.3 ASSUMPTIONS

When designing a downtown area revitalization, several assumptions underpin the comprehensive approach. Firstly, the efforts are expected to result in economic growth, attracting new businesses, creating jobs, and generating revenue. Secondly, incorporating mixed-use development is assumed to enhance the downtown area's vibrancy and livability, catering to diverse needs. Thirdly, enhancing public spaces like parks and plazas is believed to foster community interaction and provide leisure opportunities. Infrastructure improvements are also assumed necessary to accommodate increased traffic and enhance functionality. Preserving architectural and historical character is another assumption, maintaining a sense of identity. Active community engagement is deemed crucial, aligning revitalization with local needs and values. Economic and social equity is emphasized, ensuring benefits for all. Lastly, sustainability and environmental considerations are integrated, promoting green spaces, and minimizing environmental impact. Thorough research, analysis, and stakeholder engagement validate these assumptions, tailoring revitalization efforts to the area's unique characteristics and goals.

2.4 EXISTING CONDITIONS

The current state of the area presents several notable challenges. Firstly, there are non-compliant ADA ramps at all intersections, posing accessibility barriers for individuals with disabilities. Secondly, the pavement exhibits significant deterioration, including block and alligator cracking, rutting, and aggregate failure in the base. Furthermore, the encroachment of patios has resulted in narrow sidewalks, limiting pedestrian passage. The substantial grade difference between the roadway and sidewalk further complicates pedestrian movement. The stamped concrete surfaces show signs of differential settling, creating an uneven walking surface, while tree roots have damaged sections of the concrete. Additionally, the presence of a building access ramp within the right-of-way, combined with limited sidewalk width, creates obstacles for pedestrians. Moreover, parking in the area is restricted to leased and museum visitors, potentially impacting the availability of public parking spaces. Lastly, there have only been four reported property damage crashes in the past six years, involving incidents where drivers either backed into or grazed parked cars.

The current zoning of the project area is Downtown Historic (DH). According to City Code, the Downtown (D) district areas are intended to provide a location where mixing of office, specialty retail, residential, park area, arts and entertainment, dining, tourism, and specialty educational uses may exist and interreact within a campus like and historical setting. This area incorporates the original, core commercial area of the downtown and those areas linked to the same that are functionally a part of the traditional downtown. Preservation of various existing uses is expected.

According to the City of Nampa's Bicycle/Pedestrian Master Plan, Historic Nampa's downtown has several characteristics that support a pedestrian and bicycle-friendly environment. The gridded street network provides a variety of routes for people to make direct trips to destinations. Buildings are set close to and face the sidewalk, creating an engaging and inviting pedestrian atmosphere. Angled on-street parking also buffers the sidewalks from adjacent traffic.

Existing transit options in the vicinity include Valley Ride Buses and Treasure Valley Transit, with the nearest bus stop situated at the library.

Utility concerns have been proactively addressed by ongoing City projects, mitigating any anticipated issues with existing utilities.

Notably, no formal traffic counts were conducted; rather, observations were made during what was assumed to be the peak hour, approximately 10 A.M. on a Saturday during the Farmer's Market. During this period, it was observed that roughly one car entered the intersection of 1st Street South and 13th Avenue every 20 to 30 seconds, yielding an estimated 120 to 180 cars entering the intersection per hour.





2.5 REGIONAL/NETWORK CONNECTIONS

The project area is located near the confluence of Business Loop I-84 and Highway 45, two major thoroughfares that channel a substantial volume of vehicles into the downtown area. This proximity creates a notable influx of cars, making traffic management a critical consideration for the project. Adding to the complexity, the surrounding road network primarily consists of one-way streets. These one-way streets contribute to the intricate traffic dynamics, requiring careful planning and design to ensure efficient flow and navigation within the downtown area. Addressing the challenges posed by the high volume of vehicles and the one-way street configuration will be key aspects of the project's transportation and infrastructure planning.

2.6 COMPREHENSIVE PURPOSE AND NEED FOR GRANT NARRATIVE

The project's purpose is to revitalize downtown Nampa by improving accessibility, mobility, connectivity, and safety. It seeks to improve the overall experience for residents, businesses, and visitors alike. Revitalization efforts include replacement of deteriorated roadway, sidewalks, and utility infrastructure within downtown. Benefits include eliminating tripping hazards, improving the overall pedestrian experience, increased revenue due to increased foot traffic, and highlighting the historical heritage of downtown Nampa.

In line with the principles of Communities In Motion (CIM) 2050, the project adopts a comprehensive approach that encompasses various transportation modes, including bicycles, pedestrians, and automobiles. Safety, Economic Vitality, Convenience, and Quality of Life are goals of the CIM 2050. The 1st Street South and Front Street projects provides a safe transportation system for all users. It develops a multimodal transportation system, including bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and business to prosper.

The goal is to promote economic prosperity by enhancing the well-being of individuals and businesses. Safety is a key priority, necessitating proactive evaluation of potential risks and the implementation of measures to ensure the security of users and infrastructure, while also promoting the resilience of the transportation system. The project also prioritizes convenience through the development of a regional transportation system that offers accessibility and mobility to all users, establishes strong connectivity, effectively manages and mitigates congestion, and improves overall efficiency. Collectively, these efforts contribute to the support of a high quality of life.

The existing proposed project to extend Wall Street and create an alley shares similarities with the previously discussed project. Both initiatives aim to enhance the downtown area and improve the experience for pedestrians. The extension of Wall Street from its current endpoint to Third Street will establish a new alley that serves businesses and pedestrians, providing a seamless connection between pedestrian trails in the city center. This extension aims to create a more appealing and vibrant community by increasing accessibility and promoting an active and walkable lifestyle for residents and visitors.

Similarly, the existing proposed project involving the pathway along Front Street and the museum focuses on improving the area and integrating it into the development. The plan includes incorporating parking facilities and redesigning the land area between the museum and the corner of Front and 14th. The objective is to create an engaging and multifunctional environment that seamlessly integrates the museum and offers an enjoyable experience for both residents and visitors.

There is a fourth project that the City of Nampa is undergoing currently. This project is named Nampa Downtown Master Design Phase 1. This project encompasses the six-block area between 11th Ave South and 14th Ave South and between 3rd St South and Front Street. The project will evaluate existing city infrastructure, including water upgrades, pressure irrigation upgrades, sanitary sewer upgrades, stormwater upgrades, roadway reconstruction, sidewalk improvements, and electrical communications systems installation. This extensive project will allow the city to split projects as opportunities and funding come about.

The fifth project that is slated to connect to Front Street at Lloyd's Square is the City of Nampa's RAISE Grant identified as Reconnecting Accessibility and Improving Safety and Equity which includes a pedestrian railroad overpass that will connect 14th Ave South near Lloyd's Square to 14th Ave North on the north side of the Union Pacific Switchyard. This project is integrated into the proposed future project of revitalizing the Front Street area. This project will also increase foot traffic to the downtown area by redirecting pedestrians directly into the downtown area.

In summary, all five projects share the common goal of enhancing the downtown area, improving pedestrian experiences, and creating appealing and vibrant communities. They aim to increase accessibility, promote active lifestyles, and seamlessly integrate various elements such as businesses, pedestrian trails, and cultural institutions to provide enjoyable experiences for all.



3 PROJECT CONSTRAINTS

Coordinating this project among the involved parties presents various challenges and constraints that demand careful attention. These constraints encompass factors such as effective communication with the local businesses regarding closures and construction, resource limitations, decision-making processes, and legal and regulatory compliance. It is crucial to address these constraints through proactive measures and effective project management. This includes establishing robust communication channels, conducting regular coordination meetings, promoting transparent decision-making. By implementing these strategies, successful collaboration can be fostered among the parties involved.

Coordination with the existing downtown businesses will be crucial for this project, as during construction allowing businesses to operate as normal will help the community. When construction begins, a temporary closure of businesses will be necessary for the concrete pour of the sidewalks. This closure and “open during construction” plan will need to be thorough and conveyed to the public throughout the construction process.

4 ALTERNATIVES

There are four alternatives pertaining to the development of 1st St between 12th and 13th Ave, as well as 13th and 14th Ave. These alternatives are as follows:

Option one (see Exhibit A) involves the resurfacing of the existing asphalt on the roadway, rectification of non-compliant ADA ramps, installation of speed tables between 12th and 13th Ave, and the application of a fog seal on parking areas exclusively along 1st St between 13th and 14th Ave.

Option two (see Exhibit B) entails resurfacing the asphalt along the roadway, addressing non-compliant ADA ramps, installing speed tables between 12th and 13th Ave, applying a fog seal on parking areas exclusively between 13th and 14th Ave, and expanding the patio area on the northern side of 1st St closest to 13th Ave.

Option three (see Exhibit C) encompasses resurfacing the asphalt along the roadway, rectifying non-compliant ADA ramps, installing speed tables between 12th and 13th Ave, applying a fog seal on parking areas exclusively between 13th and 14th Ave, and expanding the patio areas on both the northern side of 1st St and the southern side of 1st St nearest to 12th Ave.

Option four (see Exhibit D) proposes the removal of the through street section of 1st St between 12th and 13th Ave, converting it into a pedestrian walking area with limited morning (AM) deliveries only. The remaining elements of this option align with the previous alternatives.

After extensive public input, option 4 has emerged as the preferred alternative for addressing the concerns in the downtown area. By selecting this option, all the identified issues can be effectively resolved, contributing to the overall improvement of the downtown area. Furthermore, implementing option 4 is expected to attract and increase pedestrian traffic, thereby revitalizing the downtown area and enhancing its vibrancy. The public's preference for this alternative highlights its potential to meet the needs and aspirations of both the community and visitors.

Some relevant safety improvements that will come of this project include the limitation of vehicular travel down 1st St. By restricting vehicular travel, pedestrians and bicyclists will no longer be susceptible to traffic related injuries. As a secondary benefit, closing the street and making it a pedestrian only area, the foot traffic to the area will increase, as well as providing a better experience in the downtown area through increased pedestrian traffic to commercial businesses.

The second phase of the project entails a single alternative (see Exhibit E), which involves repaving the entire stretch of asphalt on Front St between 12th and 14th Ave to turn it into a pedestrian mall and restrict vehicular traffic. Furthermore, the sidewalk along Front St between 12th and 13th Ave would undergo reconstruction. As part of this plan, the existing lease parking lot would be sold and replaced by two 5-6 story mixed-use podium buildings. Another element of the project includes the establishment of a new 10 ft sidewalk between 13th and 14th Ave, complete with a ramp and stairs leading up to the proposed railroad pedestrian bridge connecting 14th North and 14th South. Adjacent to the ramp, a picnic area with shade sails would be constructed. The current Lloyd's Square would undergo a transformation, with the installation of synthetic grass turf, pavement, and drainage pavers; with the ability to maintain use for the Farmer's Market. Additionally, the existing building adjacent to the grassy area would be converted into a three-story residential building, while the stage area would be renovated to accommodate small concerts on the lawn. Furthermore, a splash pad would be added to the Eastern corner of the park to provide a family friendly atmosphere to enjoy during the hot summers.

5 EASEMENT NEEDS

The Union Pacific Railroad owns the north side of Front Street, which indicates that obtaining permission from the railroad company would be necessary for any construction or development activities along that stretch. This ownership arrangement adds an additional layer of complexity to the project, requiring coordination and negotiation with the Union Pacific Railroad to ensure compliance and secure the required permissions for any proposed construction or modifications in that area. The involvement of the railroad company will play a crucial role in determining the feasibility and implementation of the revitalization efforts along the north side of Front Street.

TABLE 5.1 EASEMENT FROM UPRR ALONG FRONT ST

DESC.	VALUE	UNIT
Length	375	Ft
Width	60	Ft
Area	22,500	Ft ²
Location	Along N side Front St	N/a

In addition to the easement needed from UPRR, obtaining right-of-way from the major business owners downtown will also be necessary. The proposed pedestrian mall on 1st Street South includes the sidewalks in front of and around the businesses, and construction may cause issues for those businesses. While the parcel map does not show that the 1st Street South improvements will require right-of-way, it will still be necessary to speak with the business owners, and to include them in the conversations in regards to the project, as their doorsteps are a part of these improvements.

6 ENVIRONMENTAL SCAN SUMMARY

The National Environmental Policy Act (NEPA) imposes a responsibility on Federal agencies to be transparent and accountable to the public regarding the environmental impacts of their actions. To comply with NEPA regulations, Federal agencies must adhere to a structured procedure when proposing a federal action. In the context of the Downtown Nampa Revitalization project, an environmental scan was conducted specifically in the area of potential effect (APE) in Downtown Nampa. The objective of this scan was to identify and understand the potential NEPA requirements that may need to be addressed during the future design phase of the project.

The environmental scan encompassed various aspects, including Wetlands/Waters of the U.S. (WOTUS), Cultural Resources, and Threatened and Endangered Species. It is important to note that the project area does not contain any Wetlands/Waters of the U.S. or National Wildlife Refuge Lands, however an Idaho Pollutant Discharge Elimination System (IPDES) permit would be necessary to obtain should more than an acre be disturbed that would potentially discharge into a WOTUS body of water.

However, the environmental scan did evaluate the potential habitats of two threatened and endangered species: monarch butterflies and bald/golden eagles. These species are protected in the area, even though there are no critical habitats located within the project site. Nonetheless, an assessment must be conducted to determine the potential impact of the project on these habitats. Additionally, although neither species have critical habitats, special attention should be given to the eagles due to the Eagle Act. Furthermore, the project area is home to approximately 10 types of migratory birds, which are safeguarded by the Migratory Birds Treaty Act. Consequently, scheduling the project around the migration periods is essential to minimize any adverse effects on these birds.

Section 106 of the National Historic Preservation Act of 1966 (NHPA) mandates that Federal agencies consider the impact of their undertakings on historic properties and allow the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to provide feedback. If the project is deemed to have the potential to affect historic properties, the federal approving agency must identify the appropriate State Historic Preservation Officer (SHPO) to engage in consultation throughout the process.

During the formal NEPA process, a cultural resource evaluation will need to be conducted in the future. It is likely that the SHPO will require a Memorandum of Agreement (MOA) to address any negative effects on the potential historic structure. The MOA would outline specific mitigation measures aimed at minimizing the impact on historic properties.

7 PROJECT STAKEHOLDERS AND INTERVIEWS

Throughout the conceptual design phase, a series of meetings have been held with Nampa Business Improvement District (BID), Nampa Development Corporation (NDC) and Community Planning Association of Southwest Idaho (COMPASS). These meetings commenced in November 2022 and have since totaled four in number. The initial meeting, held in November, served as an introductory session for the project and provided a comprehensive overview of its scope. Subsequently, the December meeting focused on reviewing potential next steps and devising strategies for engaging the public in the upcoming months. In April 2023, the third meeting centered on examining the existing conditions within the survey areas and exploring the various alternatives proposed by Keller Associates for the 1st Street area. Additionally, discussions were initiated regarding the commencement of Front Street alternatives. In July, the fourth meeting involved in-depth presentations of the alternatives, with extensive deliberations on each option. These meetings are expected to continue as an essential forum for facilitating ongoing discussions concerning these conceptual plans as they progress towards construction plans and, ultimately, the realization of a downtown Nampa that will be embraced by both the public and stakeholders alike.

8 SUMMARIES OF PUBLIC INVOLVEMENT

During this project phase, public involvement is vital, and it has been facilitated through public meetings and a booth at Third Thursday. The gathering of the public's opinions is crucial for the conceptual design of the proposal, and the Third Thursday booth has played a significant role, generating 888 survey responses. The survey consisted of 8 questions about the conceptual designs, and the results can be found in Appendix C. The majority of responses (70%) expressed support for the idea of transforming 1st Street into a pedestrian mall, emphasizing benefits such as increased foot traffic, support for local businesses, and opportunities for outdoor dining and community events.

Should 1st Street South be converted to a pedestrian mall between 12th and 13th?

Answered: 888 Skipped: 0

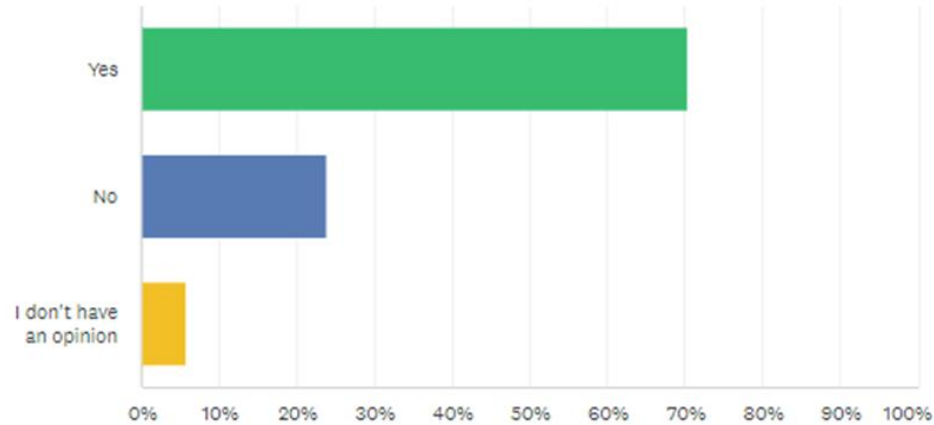


FIGURE 1: SURVEY RESULTS FOR 1ST STREET.

However, some concerns about parking, accessibility, and traffic congestion were raised. Some respondents suggested prioritizing the filling of empty spaces with businesses before implementing changes. Additional recommendations included improving traffic flow, diversifying businesses, and providing more free parking options. Furthermore, the proposal near Lloyd Square received more positive feedback, with enthusiasm for potential improvements and community events. Nevertheless, addressing concerns about traffic, parking, and the use of synthetic turf is deemed crucial. Overall, respondents expressed a strong desire to revitalize downtown Nampa, underscoring the importance of careful planning, community involvement, and transparent communication throughout the process.

The community envisions improving parking options to support businesses and accommodate visitors, creating pedestrian-friendly areas with a focus on attracting new businesses, particularly restaurants, to invigorate downtown. They emphasize maintaining and beautifying the area with green spaces, trees, flowers, murals, and outdoor seating. The proposal includes adding venues for events, fostering family-friendly spaces, addressing vacant buildings, and enhancing public transportation. Collaboration with local businesses and the preservation of Nampa's historic charm are key priorities. The community envisions a diverse mix of businesses, public amenities like restrooms and drinking fountains, and reconfiguring roads for better traffic flow and pedestrian safety. They stress the importance of prioritizing safety, cleanliness, and utilizing open spaces to enhance the overall downtown experience.

9 PROJECT SCHEDULE AND MILESTONES

The estimated timeline for the development of this project encompasses various stages and durations. It is anticipated that the project development process, which includes the creation of concept plans, drafting of reports, finalization of plans, and public outreach, will span approximately six months. Once this phase is completed, construction activities can commence. The construction phase is projected to last for 80 working days specifically for the improvements on 1st and Front Street each, combined it is estimated to take 120 working days. Sequencing and pouring of concrete on a project this vast would be the cause of the increase in working days for the project when combined. However, the construction of the podium buildings, due to architectural complexities, is expected to require a longer timeframe of approximately two years.

Milestones include:

- Preliminary Design ~ 3 months.
- Final Design ~ 3 months.
- Plans, Specifications, and Estimating (PS&E) ~ 1 month.
- Bidding and Contracting ~ 2 months.
- Construction ~ 6 months.

10 SUMMARY COST ESTIMATES

The estimated cost will be categorized into two sections: the 1st Street upgrades and the Front Street Improvements. The cost estimates for each aspect are derived from a combination of ITD's Standard Costs, ACHD's Standard Costs, and RSMeans. These resources represent average costs based on the last three years of construction data. The primary focus of the 1st Street upgrades lies in the development of the new concrete pedestrian mall, which alone incurs an estimated cost of \$476,000. Consequently, the total cost for the 1st Street upgrades amounts to \$1.55 million (See Appendix A for itemized estimate). Notably, certain elements of the proposed Front Street Improvements will be integrated into a pedestrian bridge to be constructed by a separate company. The estimated cost for the Front Street improvements is projected to reach \$1.69 million (See Appendix B for itemized estimate). Thus, the total project cost is expected to amount to \$3.24 million. Operation and Maintenance (O&M) costs for this project are also included, however they only include restriping to be done approximately every four years, a yearly cleanout of the catch basins, and chip sealing to be done every 8 years.

11 POTENTIAL FUNDING SOURCES

Potential funding sources for this project would include:

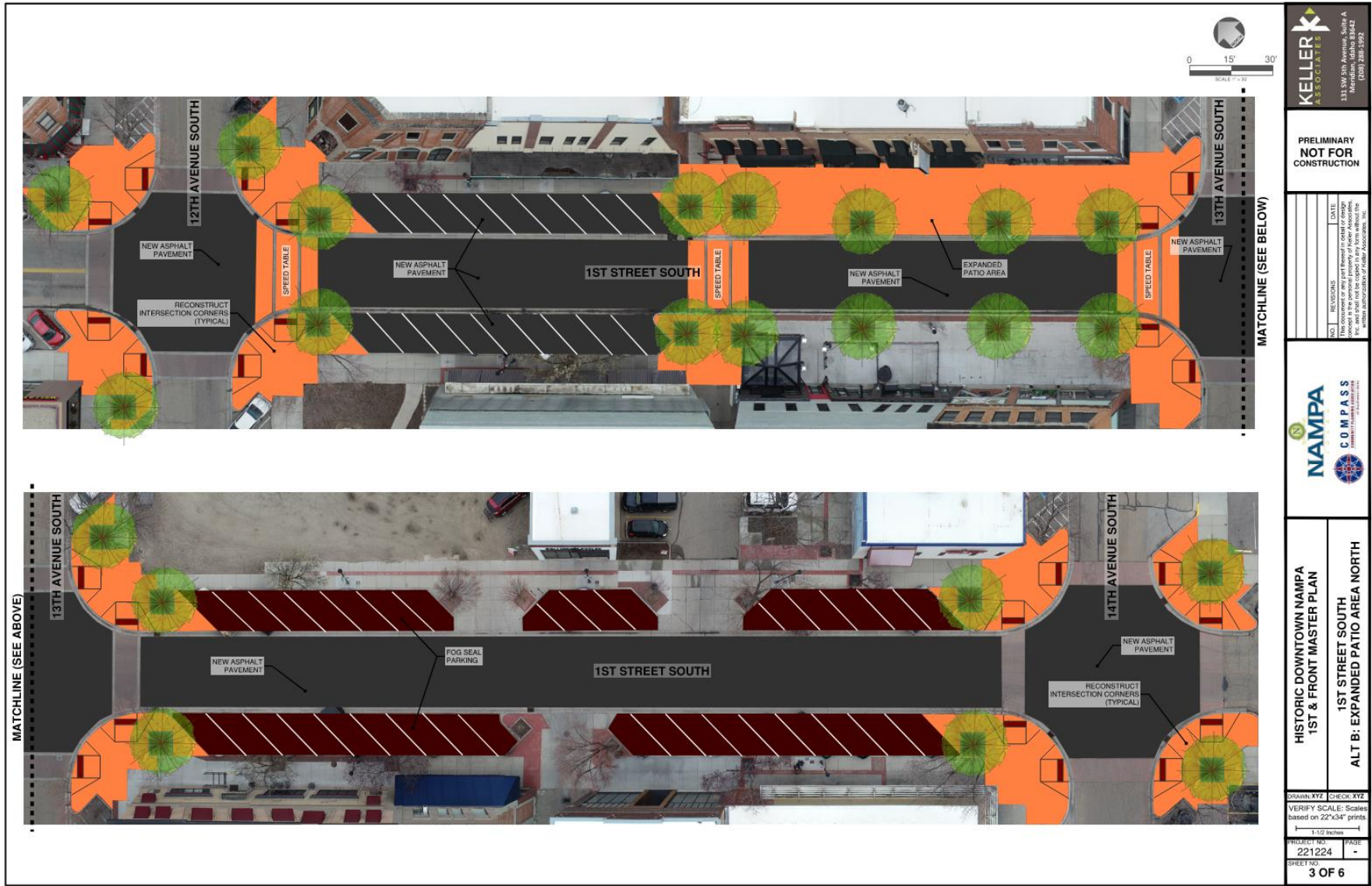
- U.S. Department of Housing and Urban Developments Community Development Block Grant Program (CDBG).
- FY2023 HOPE VI Main Street Notice of Funding Opportunity (NOFO).
- Idaho Department of Commerce (IDC).
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) - Surface transportation infrastructure projects that will have a significant local or regional impact.
- Transportation Alternative Program (TAP), administered through Local Highway Technical Assistance Council (LHTAC).
- PeopleForBikes - Funds for bike paths, lanes, trails, and bridges.
- Bloomberg Philanthropies - Releases specialized grant opportunities related to transportation, safety, and public health.
- Nampa Business Improvement District (BID).
- Nampa Development Corporation (NDC).

By aligning with the goals and priorities of these potential sponsors, this project demonstrates a comprehensive strategy to revitalize the community, promote affordable housing, stimulate economic growth, and enhance community services.

12 EXHIBITS



Exhibit A: 1st Street Alternative One



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<p>HISTORIC DOWNTOWN NAMPA 1ST & FRONT MASTER PLAN</p>	
<p>ALT B: EXPANDED PATIO AREA NORTH</p>	
DRAWN: XYZ	CHECK: XYZ
<p>VERIFY SCALE: Scales based on 22"x34" prints</p>	
<p>1/12" = 1 Foot</p>	
PROJECT NO.	PAGE
221224	3
STREET NO.	
3 OF 6	

Exhibit B: 1st Street Alternative Two



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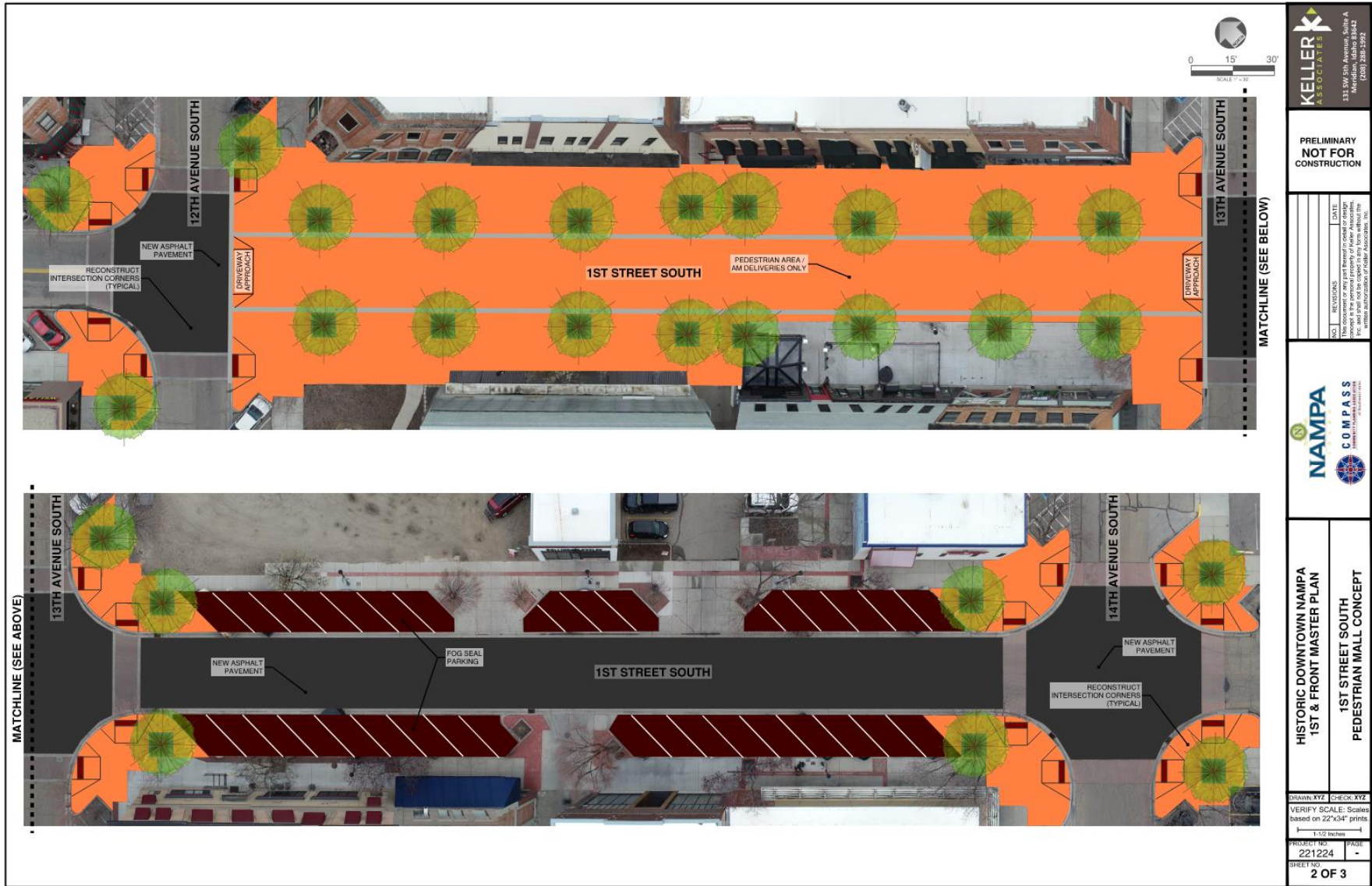
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**HISTORIC DOWNTOWN NAMPA
 1ST & FRONT MASTER PLAN**
**1ST STREET SOUTH
 ALT C: EXPANDED PATIO AREA WEST**

DRAWN: KYZ	CHECK: KYZ
VERIFY SCALE: Scales based on 22"x34" prints	
PROJECT NO: 221224	PAGE: 1
SHEET NO: 2 OF 3	

Exhibit C: 1st Street Alternative Three



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**HISTORIC DOWNTOWN NAMPA
 1ST & FRONT MASTER PLAN**

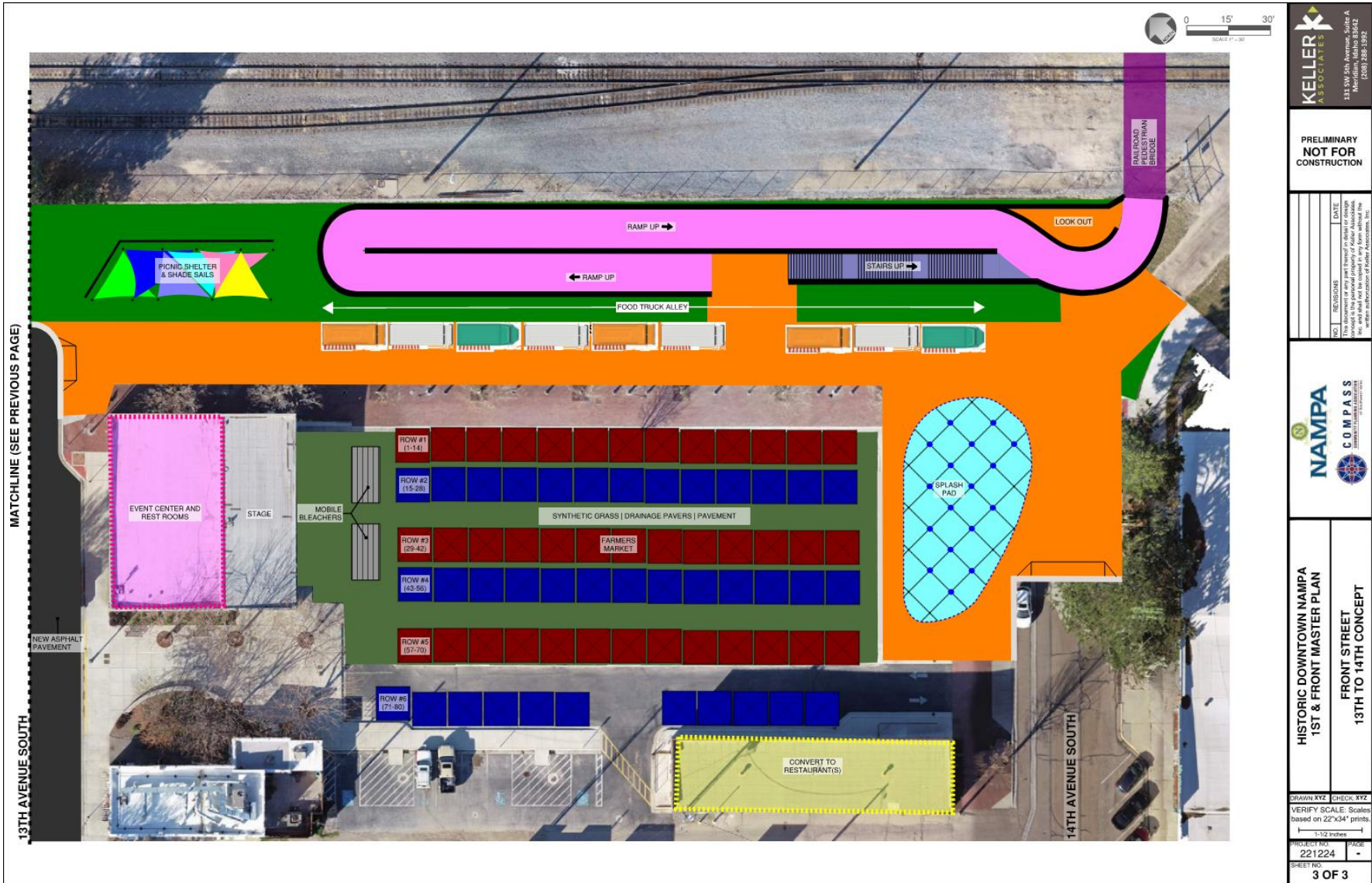
**1ST STREET SOUTH
 PEDESTRIAN MALL CONCEPT**

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VERIFY SCALE: Scales based on 22"x34" prints	
1:1/2" = 1'-0"	
PROJECT No. 221224	PAGE -
SHEET No. 2 OF 3	

Exhibit D: 1st Street Alternative Four



Exhibit E: Front Street Alternative (12th to 13th)



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**HISTORIC DOWNTOWN NAMPA
 1ST & FRONT MASTER PLAN**
 FRONT STREET
 13TH TO 14TH CONCEPT

DRAWN: XYZ	CHECK: XYZ
VERIFY SCALE: Scales based on 22"x34" prints.	
1"=12' inches	
PROJECT NO. 221224	PAGE 3 OF 3

Exhibit E: Front Street Alternative (13th to 14th)



EXHIBIT F: 1st Street Chosen Concept Design / Alternative Four

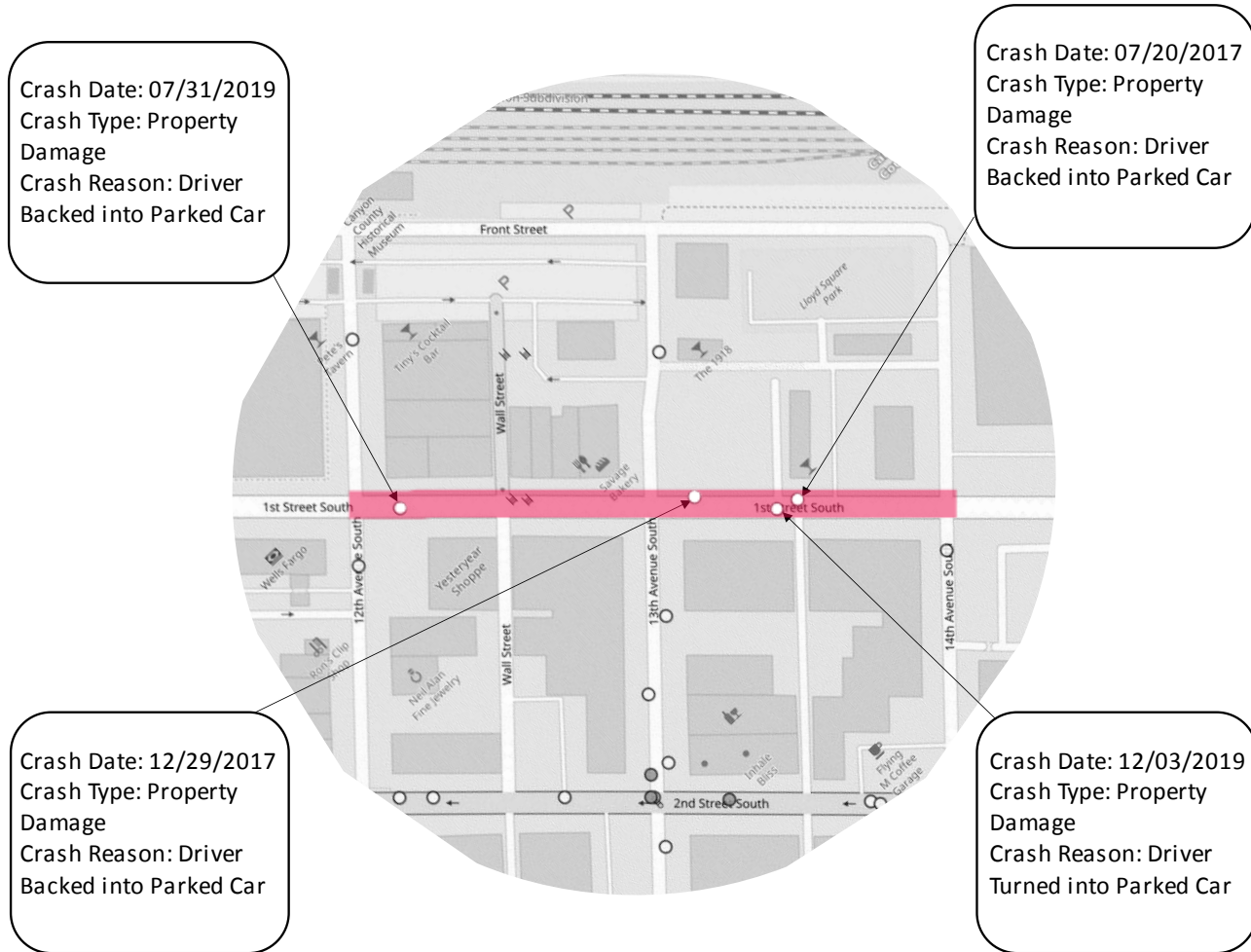


EXHIBIT G: Crash Data for 1st Street

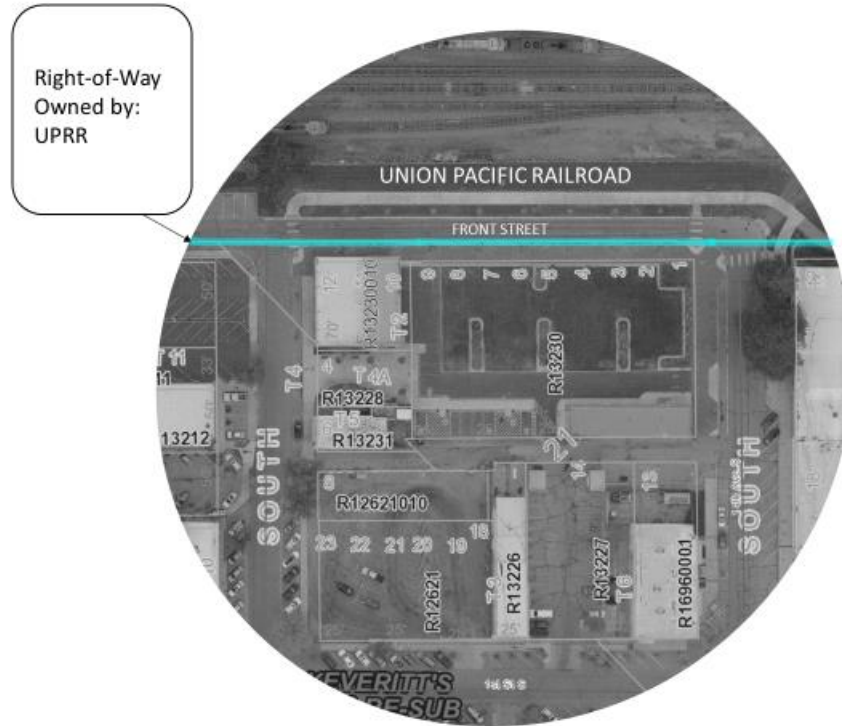


EXHIBIT H: Right-of-Way Location



EXHIBIT I: Project Location and Major Roads Nearby

13 APPENDICES

APPENDIX A: 1st Street Cost Estimate

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST						
Downtown Nampa Revitalization - 1st Street South - Alternative 4						
CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST		
Pedestian Ramps	20	EA	\$ 2,500	\$	50,000	
Asphalt Pavement.	237	TON	\$ 160	\$	37,920	
Driveway Approaches - SD-710	287	SY	\$ 80	\$	22,960	
Aggregate Base	237	CY	\$ 35	\$	8,295	
Concrete	3400	SY	\$ 140	\$	476,000	
Street Trees & Tree Wells	26	EA	\$ 2,000	\$	52,000	
Signing and Lighting	1	LS	\$ 90,000	\$	90,000	
Curb	720	LF	\$ 43	\$	30,960	
Unknown Items				30%	\$	230,441
				SUB-TOTAL	\$	998,576
MOBILIZATION, BONDING, & INSURANCE				10%	\$	99,858
				CONSTRUCTION TOTAL	\$	1,098,434
SOFT COSTS						
Design				12%	\$	131,813
CE&I				10%	\$	109,844
Preliminary Engineering				5%	\$	54,922
				SUB-TOTAL	\$	296,579
CONTINGENCY AMOUNT				15%	\$	149,787
				TOTAL COST ESTIMATE	\$	1,550,000

ROUNDED UP TO NEAREST THOUSAND

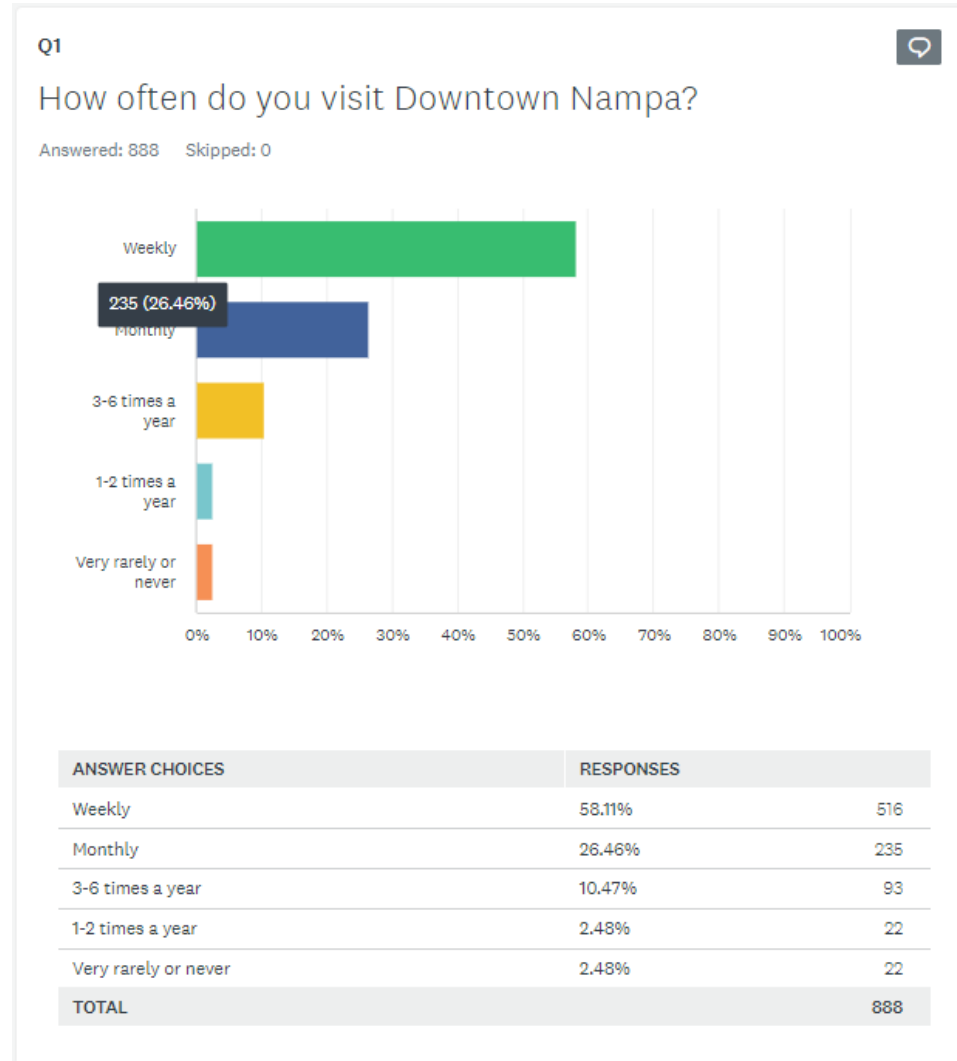
The opinion of most probable cost herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids or actual construction costs will not vary from the costs presented herein.

APPENDIX B: Front Street Cost Estimate

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST					
Downtown Nampa Revitalization - Front Street					
CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST	
Pedestrian Ramp	8	EA	\$ 250	\$ 2,000	
Asphalt Pavement	460	TON	\$ 160	\$ 73,600	
Stamped Concrete	2050	SY	\$ 150	\$ 307,500	
Synthetic Grass Turf	1550	SY	\$ 90	\$ 139,500	
Picnic Area	1	LS	\$ 15,000	\$ 15,000	
Splash Pad	1	LS	\$ 175,000	\$ 175,000	
Restroom Building	1	LS	\$ 225,000	\$ 225,000	
Unknown Items			20%	\$ 142,120	
			SUB-TOTAL	\$ 1,079,720	
MOBILIZATION, BONDING, & INSURANCE			10%	\$ 107,972	
			CONSTRUCTION TOTAL	\$ 1,187,692	
SOFT COSTS					
Design			12%	\$ 142,524	
CE&I			10%	\$ 118,770	
Preliminary Engineering			5%	\$ 59,385	
			SUB-TOTAL	\$ 320,679	
CONTINGENCY AMOUNT			15%	\$ 178,154	
			TOTAL COST ESTIMATE	\$ 1,690,000	
			ROUNDED UP TO NEAREST THOUSAND		

The opinion of most probable cost herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids or actual construction costs will not vary from the costs presented herein.

APPENDIX C: Survey Results

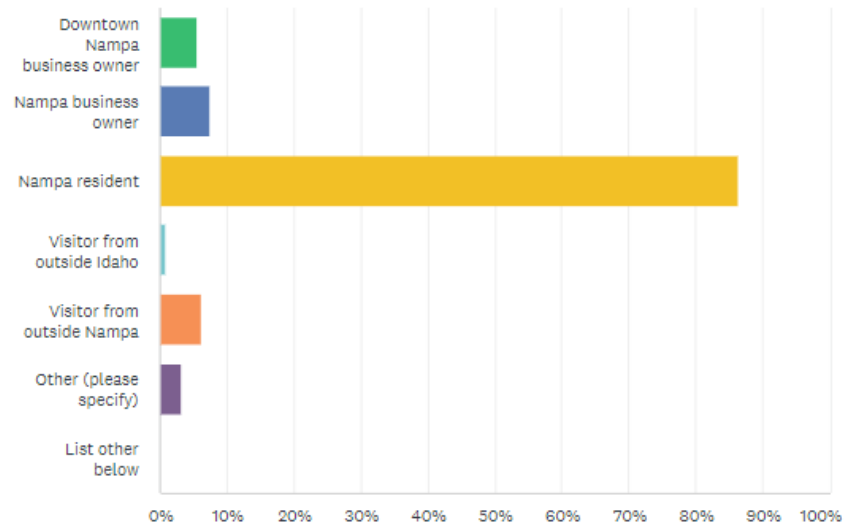


Q2



What best describes you (check all those that apply to you):

Answered: 888 Skipped: 0



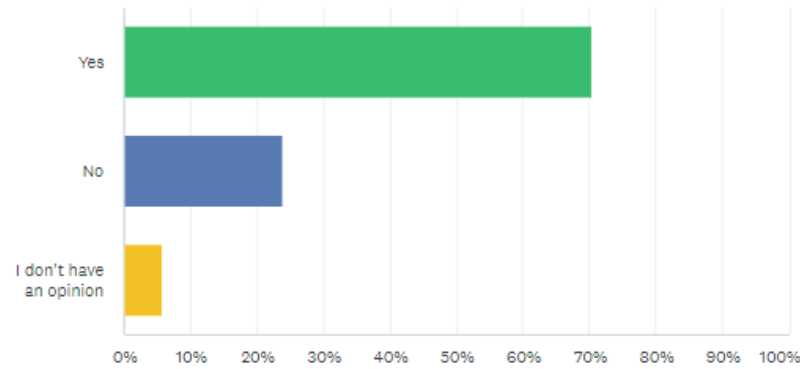
ANSWER CHOICES	RESPONSES	
Downtown Nampa business owner	5.52%	49
Nampa business owner	7.43%	66
Nampa resident	86.26%	766
Visitor from outside Idaho	0.79%	7
Visitor from outside Nampa	6.08%	54
Other (please specify)	3.27%	29
List other below	0.00%	0
Total Respondents: 888		

Q4



Should 1st Street South be converted to a pedestrian mall between 12th and 13th?

Answered: 888 Skipped: 0



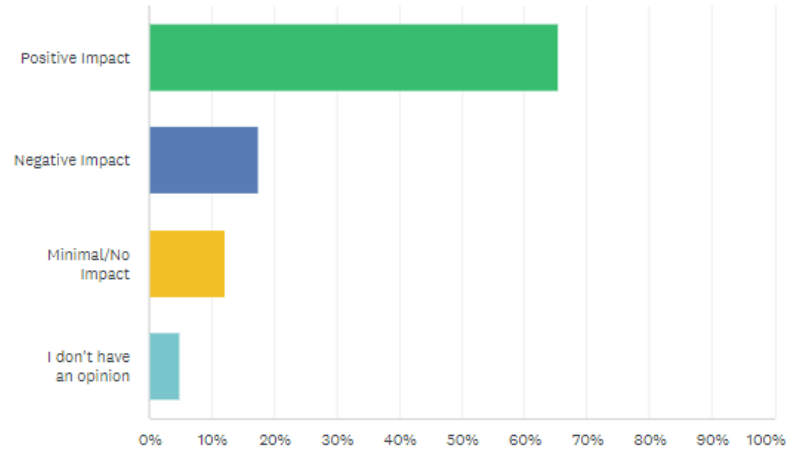
ANSWER CHOICES	RESPONSES	
Yes	70.27%	624
No	23.99%	213
I don't have an opinion	5.74%	51
TOTAL		888

[Comments \(265\)](#)

Q5

If 1st Street South is converted to a pedestrian mall, how do you think it may affect the businesses?

Answered: 888 Skipped: 0



ANSWER CHOICES	RESPONSES
Positive Impact	65.43% 581
Negative Impact	17.57% 156
Minimal/No Impact	12.16% 108
I don't have an opinion	4.84% 43
TOTAL	888

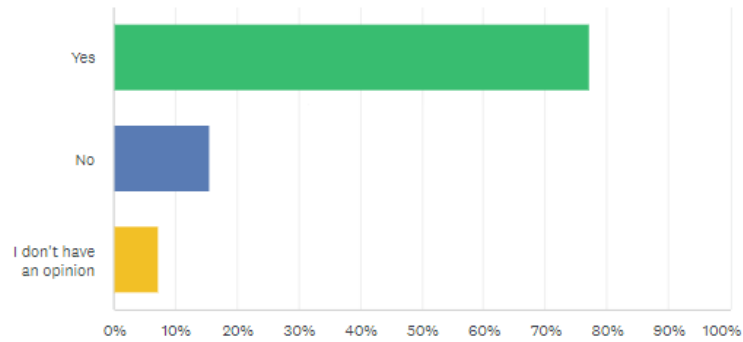
[Comments \(180\)](#)

Q6



Should Front Street (the road in front of the Nampa Train Depot) be converted to a pedestrian mall between 13th and 14th (also known as Lloyd’s Square)?

Answered: 888 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	77.14%	685
No	15.65%	139
I don't have an opinion	7.21%	64
TOTAL		888

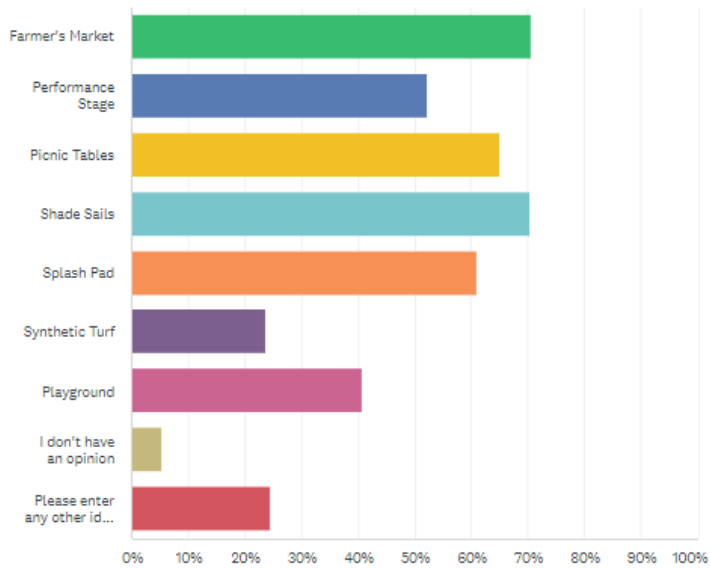
Comments (190)

Q7



What amenities or activities would you like to see improved or added to Lloyd's Square?

Answered: 888 Skipped: 0



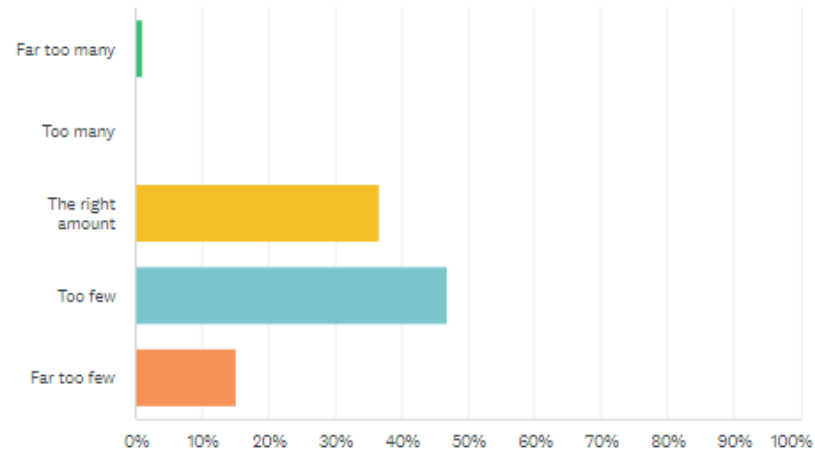
ANSWER CHOICES	RESPONSES
Farmer's Market	70.61% 627
Performance Stage	52.25% 464
Picnic Tables	64.98% 577
Shade Sails	70.27% 624
Splash Pad	60.92% 541
Synthetic Turf	23.76% 211
Playground	40.77% 362
I don't have an opinion	5.29% 47
Please enter any other ideas below - we'd love to hear your creative ideas:	Responses 24.44% 217
Total Respondents: 888	

Q10



Does this neighborhood have too many, too few, or about the right number of pedestrian paths?

Answered: 845 Skipped: 43



ANSWER CHOICES	RESPONSES
Far too many	1.07% 9
Too many	0.24% 2
The right amount	36.57% 309
Too few	46.98% 397
Far too few	15.15% 128
TOTAL	845




Project Cost Summary Sheet

ITD 1150 (Rev. 06-1
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
		9/27/2023	
Location			District
1st Street South and Front Street Nampa Idaho			3
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
043769, 000325	1st-100.85, Front-100.22	1st-101.17, Front-100.44	1st-0.22, Front-0.22

	Previous ITD 1150	Initial or Revise
1a. Preliminary Engineering (PE)	\$114,000	
1b. Preliminary Engineering by Consultant (PEC)	\$275,000	
2. Right-of-Way: Number of Parcels 1 Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others	\$90,000	
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base	\$999,000	
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping	\$192,000	
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	\$788,000	
15. Cost of Constructions (Items 3 through 14)	\$2,069,000	
16. Mobilization 10 % of Item 15	\$207,000	
17. Construction Engineer and Contingencies 25 % of Items 15 and 16	\$569,000	
18. Total Construction Cost (15 + 16 + 17)	\$2,845,000	
19. Total Project Cost (1 + 2 + 18)	\$3,234,000	
20. Project Cost Per Mile		

Prepared By: 

Local Federal-Aid Project Request



Instructions

- Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
- Attach a Vicinity Map showing the extent of the project limits.
- Attach an ITD 1150, Project Cost Summary Sheet.
- Signature of an appropriate local official is the only kind recognized.

Note: In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) City of Nampa			Date 6/28/2023		
Project Title (Name of Street or Road) 1 st Street South and Front Street		F.A. Route Number	Project Length 0.44 Mi		Bridge Length
Project Limits (Local Landmarks at Each End of the Project) Beginning at 12 th Avenue South Intersection and Ending at 14 th Avenue South Intersection					
Character of Proposed Work (Mark Appropriate Items)					
<input type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input checked="" type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk	<input checked="" type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Traffic Control
<input checked="" type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> Seal Coat	<input checked="" type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter
		<input checked="" type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 389,000			
Right-of-Way (ITD 1150, Line 2)		\$ 0			
Construction (ITD 1150, Line 18)		\$ 2,845,000			
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing					
Within 2 miles of an Airport	Nampa Municipal Airport				
Parks (City, County, State or Federal)	Lloyd's Square				
Environmentally Sensitive Areas					
Federal Lands (Indian, BLM, etc.)					
Historical Sites	Downtown Buildings, Railway Museum				
Schools					
Other					
Additional Right-of-Way Required: <input type="checkbox"/> None <input checked="" type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	2	0	Roadway Width (Shoulder to Shoulder)	25 ft	0 ft
Pavement Type	AC	AC & Concrete	Right-of-Way Width	ft	ft

Sponsor's Signature	Title
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Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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