THE COMPREHENSIVE PLAN FOR THE CITY OF PARMA

May 10, 2004

City Clerk says this is the latest version 5/25/07 MC
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ACKNOWLEDGMENTS

PARMA CITY COUNCIL
2003
Bob Flowers - Mayor
Margie Watson
Jim Smith
Jack Hellbusch
Roger Blaylock
Craig Telford
Bill Kirby

PARMA CITY COUNCIL
2004
Bob Flowers - Mayor
Margie Watson
Jim Smith
Jack Hellbusch
Roger Blaylock
Craig Telford
Keith Vickers

PARMA CITY STAFF
Teresa Phelps - City Clerk/Treasurer
Vivian VanZelf – Asst. City Clerk
Mark Hilty - City Attorney
Holladay Engineers - City Engineer
Steve Pierson - Building Official
Ernesto Alcantara - Public Works Supervisor
Rita Herdon - Librarian

PLANNING AND ZONING COMMISSION
Doyle Fisher
Faye Rumble
Sharon Houston
Christi Rae Reynolds
Floyd Sumson
FOREWORD AND INTRODUCTION

Comprehensive Planning for the next 20 years is an involved process, which at best reflects the needs and desires of the community it is to benefit. A plan should give the public, business and government agencies a clear understanding of the City’s intentions and desires regarding its future development, which will lead to greater cooperation and minimize potential conflicts. The plan is intended to be a set of positive, rather than restrictive statements concerning what Parma wishes to be and accomplish and to introduce long-range consideration into the determination of short-range actions.

Although the year 2020 is used as a planning reference date in the plan, it is related more to circumstances than to a specific future date. Because of the incremental, gradual and often unpredictable nature of community development, no fixed date can apply to all the goals, policies and proposals expressed in a plan.

Planning is a continuous process. As conditions change and new information becomes available, objectives and properties of the city may change and goals and policies may be modified. This plan is intended to be the public growth policy of Parma and as such, must be responsive to change, forward-looking and publicly supported. It should be regularly reviewed and revised, if necessary, to reflect the community’s changing attitudes and desires.

The comprehensive plan should not be viewed as a final statement of the city’s vision, with time its population will change, its goals may be redefined, and the physical environment in which its residents live and work will be altered. The plan simply represents a consensus at a particular time on planning issues and policies. As a result, it is recommended that the plan be periodically revised to respond to and reflect changing conditions.

The Comprehensive plan contains a narrative element of thirteen planning components, each with goal, policy and implementation statements and a graphic element of plan maps depicting land use and vehicular circulation. This plan is intended to facilitate the land use decision making process by covering the major categories of physical development in relation to the needs of the citizens. Each Comprehensive Plan element contains the following subsections:
The Goals, Objectives and Implementation (Policies) Strategies

**GOALS:** Goals usually are stated in broad terms to reflect community wide values. The ultimate purpose of a goal is stated in a way that is general in nature and immeasurable. They provide the community a direction in which to travel, not a location to reach.

**OBJECTIVES:** The objectives 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.

**IMPLEMENTATION (POLICIES) STRATEGIES:** Policies are specific statements that guide actions, imply clear commitment and express the manner in which future actions will be taken. They are, however, flexible rules that can adapt to different situations and circumstances.

**Thirteen Elements of the Comprehensive Plan**

A Comprehensive Plan is the official statement of a jurisdiction, setting forth its major goals and policies concerning desirable future physical development. The broad scope of the plan is reflected in its various elements – population, land use, economic development, housing, natural and cultural resources, and many more - all combined into one planning document. The Comprehensive Plan includes, the following thirteen elements as required by law.

**Private Property Rights:** the property rights interpretation of this element is that of a warning to government and property owners of private property rights.

**Population and Growth:** is an analysis of past, present and future trends in population.

**School Facilities and Transportation:** this element requires cities and counties to consider school capacities, facilities and transportation needs.

**Economic Development:** examines trends and presents policies for maintaining a positive growth rate, including employment, industry jobs and income levels.
Land Use: encompasses the current mix of future land uses.

Natural Resources: an analysis of the uses of waters, forests, ranges and soils.

Hazardous Areas: an analysis of known hazards as may result from seismic activity, landslides or mudslides, floodplain hazards man-made hazards.

Public Services, Facility and Utilities: an analysis showing general plans for sewage, water supply, fire stations, public safety facilities, library, energy and related services.

Transportation: an analysis showing the community’s transportation infrastructure which addresses efficient mobility of people, goods and services.

Parks and Recreation: ensures the provision of permanent open and recreational spaces and identifies future facilities.

Housing: identifies housing needs and plans for improvement of housing standards and safe, sanitary and adequate housing.

Cultural and Historic Sites: an analysis of areas, sites or structures of historical, archaeological, architectural or scenic significance.

Community Design: an analysis of landscaping, site design, beautification, signage and uniformity in residential development.

Implementation / Policies: an analysis of specific actions needed to implement and support the comprehensive plan.

Format for the Comprehensive Plan

The 2003 updated Parma Comprehensive Plan is printed in a landscape format for easy reading. The goals are bold and underlined and the objectives are italic, while the policies/implementation are plain text. For convenience, each of the thirteen elements is outlined as chapters, the glossary of terms as an appendix in the back of the Comprehensive Plan.
The Planning Area in Perspective

The city of Parma is a community combined with residential and small commercial development on Hwy. 95. The base economy of the region is agricultural. Residential development within the city has grown at a relative slow pace in the past two decades, which has been driven by changes in the agricultural community. But as growth continues to grow in the westside of the Treasure Valley, the community is aware that the City of Parma will receive growing pains. With this in mind, the city wants to prepare for the future, by city planning for growth rather than growth planning the city. Agriculture will continue as a prominent focus for economic development in the city and region, but the citizens of Parma, will be focused in a new direction.

History of Parma

The city of Parma is a small residential farming community and was established by Oregon Trail Pioneers, one that grew and flourished as farmers learned of the richness of the soil that surrounds it. Nestled near the banks of the Boise and Snake River, Parma is in the heart of some of Idaho’s best fishing and bird hunting territory. In addition, Parma continues to support a thriving agricultural area.

Parma is the center of the nation’s seed growing industry and farmers in the area produce some of the country’s best potatoes, onions, sugar beets and hops. The city is also the home of the University of Idaho’s Southwestern Agriculture Research and Extension Center. The center concentrates on seed, potato, apple, vineyards and orchard research and boasts one of the nations’ leading nematode research programs.

In spite of its size, Parma is the headquarters for two major implement manufacturers, several large produce shipping companies and two commercial agriculture-related research laboratories.

The rich heritage of Parma has been its enabling force for decades, with the growth of the Treasure valley within the past ten years, the city of Parma recognizes that the area has been discovered, but the city doesn’t want to lose what has been the foundation of this community, its agriculture.
CITY OF PARMA STATEMENT OF PURPOSE

Based upon the Local Planning Act, Idaho Code 67-6508, the purpose of the Parma Comprehensive Plan is to promote the health, safety, and general welfare of the people of the City of Parma and its Impact Area as follows:

To protect property rights and enhance property values.

- To ensure that adequate public facilities and services are provided to the people at reasonable cost.
- To ensure that the economy of the City of Parma and its Impact Area are protected and enhanced.
- To ensure that the important environmental features of the City and its Impact Area are protected and enhanced.
- To encourage urban and urban-type development within the incorporated city.
- To avoid undue concentration of population and overcrowding of land.
- To ensure that the development of land is compatible with the physical characteristics of the land.
- To protect life and property in areas subject to natural hazards and disasters.
- To protect fish, wildlife, and recreation resources.
- To encourage the local school district to participate in the community planning and development process by addressing the needs of our public schools.

The Comprehensive Plan is divided into chapters that generally correspond to the requirements of the Local Planning Act.
CHAPTER ONE - PROPERTY RIGHTS

A land use regulation or action must not be unduly restrictive so that it causes a “taking” of landowners’ property without just compensation. The Fifth Amendment to the United States Constitution states “nor shall private property be taken for public use, without just compensation.” In the land-use control context, the argument is that if the land-use ordinance, regulation or decision is so restrictive as to deprive the owner of economically viable use of the property, then the property has for all practical purposes been taken by “inverse condemnation.”

Federal Standards

Whether or not a land-use decision amounts to a taking is prohibited by the Fifth Amendment to the United States Constitution, has been a difficult task for the courts, including the U.S. Supreme Court, to resolve. Determining when a government action amounts to a taking, requiring either compensation or invalidation of the action for violation of due process, is not a simple undertaking. The U.S. Supreme Court itself has candidly admitted that it has never been able to develop a “set formula” to determine when “justice and Fairness” require that economic injuries caused by public action be compensated by the government, rather than remain dis proporcionally concentrated on a few persons.” (Penn Central Transportation Co.v. New York City, 436 U. S. 104 124 [1978]). Instead, the high court has observed that “whether a particular restriction will be rendered invalid by the government’s failure to pay for any losses proximately caused by it depends largely upon the particular circumstances [in that] case” (id. at 488). The question of whether a regulation has gone too far and a taking has occurred has been an ad hoc, factual inquiry (id.).

State Requirements

In 1994, the Idaho State Legislature amended Section 67-6508 of the Idaho Code to include “an analysis of provisions which may be necessary to insure that land-use policies, restrictions, conditions and fees do not violate private property rights, adversely impact values or create unnecessary technical limitations on the use of property ...” [67-6508 (a)]. Although a comprehensive plan that contains such language does not provide an absolute defense to a taking claim, some courts give weight to comprehensive plans when they consider taking problems. They are impressed by a city’s efforts to plan, and the usual planning process that strives to comprehensively balance land-use opportunities throughout a given community.
Office of the Attorney General Checklist

In an effort to provide guidance with regards to "takings," the Office of the Attorney General of the State of Idaho has prepared the following checklist in reviewing the potential impact of regulatory or administrative actions upon specific property.

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

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

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

Carefully review all regulations requiring the dedication of property or granting of an easement. The dedication of property must be reasonably and specifically designed to prevent 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. The 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 Commission 483 U.S. 825 (1987) that compelling an owner of waterfront property to grant a 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 Tigard, 114 U.S. 2309 [June 24, 1994]).
3. Does the regulation deprive the owner of all economically viable uses of the property?

If regulations prohibits all economically viable or beneficial uses of the land, it will likely constitute a “taking.” In this section, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws of nuisances or other pre-existing limitation on the use of the property. (See Lucus v. South Carolina Coastal Council, 112 S. Ct. 2886 [1992]).

It is important to analyze the regulation’s impact on the property as a whole, and not just the impact on a portion of the property. It is also important to assess whether there is any profitable use of the remaining property available. (See Florida Rock Industries, Inc. v United States, 18 F. 3d 1560 [Fed. Cir. 1994]). 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 that all of the particular parcel of land be left substantially in its natural state. A prohibition of all economically viable uses of the property is vulnerable to a takings challenge. In some situations, however, there may be pre-existing limitations on the use of property that could insulate the government 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 challenged regulations. Although a reduction improperly values before and after the impact of the challenged. Although a reduction in property value alone may not be a “taking,” a severe reduction in 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 development rights of the owner. These economic factors are normally applied to the property 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 others and dispose of all or a portion of the property - are potential takings.

The United States Supreme Court recently held that requiring a public easement for recreation purposes where the harm to be prevented was to flood plain was a “taking.” In finding this to be a “taking,” the Court stated:

> The city never demonstrated why a public greenway, 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. This right to exclude others is “one of the most essential sticks in the bundle of rights that is commonly characterized as property.”

*Dolan v. City of Tigard, 114 U.S. 2309 (June 24, 1994).* The United States Supreme Court has also held that barring in inheritance (an essential attribute of ownership) of certain interest in land held by individual by members of an Indian tribe constituted a “taking.” (See *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 the purpose?**

Our regulations may go too far and may 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 [June 24, 1994]).

In Nollan, the United States Supreme Court held that it was an unconstitutional “taking” to condition the insurance of a permit to landowners on the grant of an easement to the public to use their beach. The Court found that since there was no 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. Taking this connection, the required easement was just as unconstitutional as it would be if imposed outside the permit context.
Likewise, regulatory actions that closely resemble, or have effects of a physical invasion or occupation of property, are more likely to be found to be takings. The greater the deprivation of use, the greater the likelihood that a “taking” will be found.

**GOALS:**
Preserve and protect private property rights as required per the provision of Idaho Code 67-6508A

**OBJECTIVES:**
Ensure that all land use regulations and review procedures pertain to the protection of public health, safety and welfare and do not constitute a violation of due process of law.

**POLICIES:**
1. The city should conduct a periodic review of all applicable land use regulations or ordinances.
2. Ensure that all review of development and/or land use proposals are in accordance with the Attorney General’s checklist.
CHAPTER TWO - POPULATION AND GROWTH

The planning process for the City of Parma should promote policies to compliment the desirable features of the community. A stable population, with a slow growth factor, would be the ideal characteristic that the community most desires. A managed growth pattern would help to ensure the consistency of educational opportunities, the quality of sport and recreation opportunities, and the continuation of the essential City services such as water, sewer, ambulance, police and fire protection.

The normal factors, which affect populations are births, death, and migration, where migration is defined as a movement into or out of a community. Large changes in population over a short time span (up to five years) can and will create many problems. This is why the land use plan should provide for the possibility of greater changes or fluctuations than would normally be expected. This could increase or decrease the population base of the community.

In 1970, the population of Parma was 1,228 people, over the next ten years the population grew to 1,820 people. The 1990 census showed a decrease in population to 1597 people. The population changes correlate to the migration of people in and out of the community depending on the job opportunities.

Population History

**TABLE 1:  Population History**

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<tr>
<td>Parma</td>
<td>1,228</td>
<td>1,820</td>
<td>1,597</td>
<td>1804 (2002)</td>
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<tr>
<td>Canyon County</td>
<td>61,288</td>
<td>83,756</td>
<td>90,076</td>
<td>131,441</td>
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<td>State of Idaho</td>
<td>713,015</td>
<td>944,129</td>
<td>1,006,734</td>
<td>1,293,953</td>
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TABLE 2: Population Change Percent

<table>
<thead>
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<tbody>
<tr>
<td>Parma</td>
<td>27.0</td>
<td>-12.25</td>
<td>10.9</td>
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<tr>
<td>Canyon County</td>
<td>36.7</td>
<td>7.5</td>
<td>45.9</td>
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<tr>
<td>State of Idaho</td>
<td>32.4</td>
<td>6.6</td>
<td>28.5</td>
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Source: Idaho Department of Commerce, U. S. Census Bureau 2000

TABLE 3: Percent Migration

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<tbody>
<tr>
<td>Parma</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>Canyon County</td>
<td>23.3</td>
<td>-2.2</td>
<td>42.0</td>
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<tr>
<td>State of Idaho</td>
<td>18.1</td>
<td>-4.4</td>
<td>19.0</td>
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Source: Idaho Department of Commerce, U. S. Census Bureau 2000
### TABLE 4: Population Projections

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<th>2010</th>
<th>2020</th>
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<tr>
<td>Parma</td>
<td>1,597</td>
<td>1,771</td>
<td>1,948*</td>
<td>2143*</td>
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<tr>
<td>Canyon County</td>
<td>90,076</td>
<td>131,441</td>
<td>151,122**</td>
<td>173,790***</td>
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<td>State of Idaho</td>
<td>1,006,734</td>
<td>1,293,953</td>
<td>1,358,651***</td>
<td>1,494,516***</td>
</tr>
</tbody>
</table>

* Increase Percent of 10% per decade
** Increase Percent of 15% per decade
*** Increase Percent of 5% per decade
**** Community Planning Association of Southwest Idaho (COMPASS) forecasts for Canyon County Population in the 2020 is 192,738

Source: Idaho Department of Commerce, U. S. Census Bureau 2000

### TABLE 5: Households and Household Size, 2000

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<th>Number of Households</th>
<th>Persons per Households</th>
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<tr>
<td>Parma</td>
<td>617</td>
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<tr>
<td>Canyon County</td>
<td>na</td>
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<tr>
<td>State of Idaho</td>
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<td>2.69</td>
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Source: Idaho Department of Commerce, U. S. Census Bureau 2000
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<tr>
<th>Age</th>
<th>Parma</th>
<th>Percent</th>
<th>Canyon County</th>
<th>Percent</th>
<th>State of Idaho</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>under five years</td>
<td>132</td>
<td>7.6</td>
<td>11,986</td>
<td>9.1</td>
<td>97,643</td>
<td>7.5</td>
</tr>
<tr>
<td>6-9</td>
<td>180</td>
<td>10.1</td>
<td>11,570</td>
<td>8.8</td>
<td>100,756</td>
<td>7.8</td>
</tr>
<tr>
<td>10-14</td>
<td>150</td>
<td>8.5</td>
<td>10,676</td>
<td>8.1</td>
<td>104,608</td>
<td>8.1</td>
</tr>
<tr>
<td>15-19</td>
<td>143</td>
<td>8.1</td>
<td>10,590</td>
<td>8.1</td>
<td>110,858</td>
<td>8.6</td>
</tr>
<tr>
<td>20-24</td>
<td>85</td>
<td>4.8</td>
<td>9,927</td>
<td>7.6</td>
<td>73,954</td>
<td>7.3</td>
</tr>
<tr>
<td>25-34</td>
<td>242</td>
<td>13.7</td>
<td>19,035</td>
<td>14.5</td>
<td>169,433</td>
<td>13.1</td>
</tr>
<tr>
<td>35-44</td>
<td>234</td>
<td>13.3</td>
<td>18,141</td>
<td>13.8</td>
<td>192,968</td>
<td>14.9</td>
</tr>
<tr>
<td>45-54</td>
<td>205</td>
<td>11.6</td>
<td>15,175</td>
<td>11.5</td>
<td>170,248</td>
<td>13.2</td>
</tr>
<tr>
<td>55-59</td>
<td>61</td>
<td>3.50</td>
<td>5,590</td>
<td>4.3</td>
<td>60,024</td>
<td>4.6</td>
</tr>
<tr>
<td>60-64</td>
<td>71</td>
<td>4.00</td>
<td>4,290</td>
<td>3.3</td>
<td>47,505</td>
<td>3.7</td>
</tr>
<tr>
<td>65-74</td>
<td>133</td>
<td>7.49</td>
<td>7,170</td>
<td>5.5</td>
<td>75,970</td>
<td>5.9</td>
</tr>
<tr>
<td>75-84</td>
<td>91</td>
<td>5.15</td>
<td>5,346</td>
<td>4.1</td>
<td>51,289</td>
<td>4.0</td>
</tr>
<tr>
<td>85 years and over</td>
<td>39</td>
<td>2.20</td>
<td>1,945</td>
<td>1.5</td>
<td>18,057</td>
<td>1.4</td>
</tr>
<tr>
<td>Total</td>
<td>1771</td>
<td>100%</td>
<td>131,441</td>
<td>100%</td>
<td>1,293,953</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Idaho Department of Commerce, U. S. Census Bureau 2000
### TABLE 7: Demographic Component Changes - Median Age, Population 5-17, Population Age 65 and Over, 2000

<table>
<thead>
<tr>
<th></th>
<th>Median Age</th>
<th>Under 18 years</th>
<th>18-64</th>
<th>65+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parma</td>
<td>32.7</td>
<td>33.6</td>
<td>55.8</td>
<td>10.6</td>
</tr>
<tr>
<td>Canyon County</td>
<td>30.5</td>
<td>30.9</td>
<td>58.0</td>
<td>11.1</td>
</tr>
<tr>
<td>State of Idaho</td>
<td>33.2</td>
<td>28.5</td>
<td>60.2</td>
<td>11.3</td>
</tr>
</tbody>
</table>

### Minority Population

### TABLE 8: Minority Status in Canyon County and City of Parma, 2000

<table>
<thead>
<tr>
<th></th>
<th>Parma</th>
<th></th>
<th>Canyon County</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>One race</td>
<td>1692</td>
<td>95.5</td>
<td>127,995</td>
<td>97.4</td>
</tr>
<tr>
<td>White</td>
<td>1486</td>
<td>83.9</td>
<td>109,225</td>
<td>83.1</td>
</tr>
<tr>
<td>Black or African American</td>
<td>3</td>
<td>0.2</td>
<td>421</td>
<td>0.3</td>
</tr>
<tr>
<td>Asian</td>
<td>17</td>
<td>0.1</td>
<td>1056</td>
<td>0.8</td>
</tr>
<tr>
<td>Asian, Indian</td>
<td>0</td>
<td>0</td>
<td>103</td>
<td>0.1</td>
</tr>
<tr>
<td>Chinese</td>
<td>1</td>
<td>0.1</td>
<td>175</td>
<td>0.1</td>
</tr>
<tr>
<td>Filipino</td>
<td>5</td>
<td>0.3</td>
<td>157</td>
<td>0.1</td>
</tr>
<tr>
<td>Japanese</td>
<td>7</td>
<td>0.4</td>
<td>326</td>
<td>0.2</td>
</tr>
<tr>
<td>Race (1)</td>
<td>Male</td>
<td>Female</td>
<td>Total</td>
<td>Rate</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------</td>
<td>--------</td>
<td>----------</td>
<td>--------</td>
</tr>
<tr>
<td>Korean</td>
<td>0</td>
<td>0</td>
<td>74</td>
<td>0.1</td>
</tr>
<tr>
<td>Vietnamese</td>
<td>0</td>
<td>0</td>
<td>104</td>
<td>0.1</td>
</tr>
<tr>
<td>Other Asian (1)</td>
<td>4</td>
<td>0.2</td>
<td>117</td>
<td>0.1</td>
</tr>
<tr>
<td>Native Hawaiian and Other Pacific Islander</td>
<td>0</td>
<td>0</td>
<td>176</td>
<td>0.1</td>
</tr>
<tr>
<td>Native Hawaiian</td>
<td>0</td>
<td>0</td>
<td>39</td>
<td>0</td>
</tr>
<tr>
<td>Guamanism or Chamorro</td>
<td>0</td>
<td>0</td>
<td>17</td>
<td>0</td>
</tr>
<tr>
<td>Samoan</td>
<td>0</td>
<td>0</td>
<td>16</td>
<td>0</td>
</tr>
<tr>
<td>Some other Pacific Islander (2)</td>
<td>0</td>
<td>0</td>
<td>107</td>
<td>0.1</td>
</tr>
<tr>
<td>American Indian, Alaska Native</td>
<td>15</td>
<td>0.8</td>
<td>1120</td>
<td>0.9</td>
</tr>
<tr>
<td>Some other race</td>
<td>171</td>
<td>9.7</td>
<td>15997</td>
<td>12.2</td>
</tr>
<tr>
<td>Two or more races</td>
<td>79</td>
<td>4.5</td>
<td>3448</td>
<td>2.8</td>
</tr>
</tbody>
</table>

**Race alone or in combination with one or more other race**

**two or more races (3)**

<table>
<thead>
<tr>
<th>Race (4)</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>1560</td>
<td>86.1</td>
<td>112,384</td>
<td>85.5</td>
</tr>
<tr>
<td>Black or African American</td>
<td>7</td>
<td>0.4</td>
<td>698</td>
<td>0.5</td>
</tr>
<tr>
<td>American Indian, Alaska Native</td>
<td>34</td>
<td>1.9</td>
<td>2216</td>
<td>1.7</td>
</tr>
<tr>
<td>Asian</td>
<td>23</td>
<td>1.3</td>
<td>1705</td>
<td>1.3</td>
</tr>
<tr>
<td>Race / Ethnicity</td>
<td>2020 Census</td>
<td>2010 Census</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>-------------</td>
<td>-------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Native Hawaiian and Other Pacific Islander</td>
<td>3</td>
<td>875</td>
<td>0.3</td>
<td></td>
</tr>
<tr>
<td>Some other race</td>
<td>224</td>
<td>17,712</td>
<td>13.5</td>
<td></td>
</tr>
</tbody>
</table>

**HISPANIC OR LATINO AND RACE**

<table>
<thead>
<tr>
<th>Category</th>
<th>2020 Census</th>
<th>2010 Census</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total population</td>
<td>1771</td>
<td>131,441</td>
</tr>
<tr>
<td>Hispanic or Latino (of any race)</td>
<td>480</td>
<td>24,455</td>
</tr>
<tr>
<td>Mexican</td>
<td>423</td>
<td>19,558</td>
</tr>
<tr>
<td>Puerto Rican</td>
<td>0</td>
<td>168</td>
</tr>
<tr>
<td>Cuban</td>
<td>0</td>
<td>32</td>
</tr>
<tr>
<td>Other Hispanic or Latino</td>
<td>57</td>
<td>4677</td>
</tr>
<tr>
<td>Not Hispanic or Latino</td>
<td>1291</td>
<td>105,966</td>
</tr>
<tr>
<td>White Alone</td>
<td>1230</td>
<td>102,428</td>
</tr>
</tbody>
</table>

1  Other Asian alone, or two or more Asian categories

2  Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

3  In combination with one or more of the other races listed. The six numbers may add to more than the total population and its percentages may add to more than 100 percent, because individuals may report more than one race.

na  Not available
Summary

Population forecasting is not an exact science and economic conditions frequently change, significantly influencing population levels. It is recommended that an update of the demographic data is revised on an annual basis thereafter. Based on population forecast, significant additional infrastructure and community facilities and services will be required to maintain quality of life standards in the community.

GOAL

Provide for the population growth, which is consistent with community goals and objectives as expressed in the comprehensive plan and enhance the quality and character of the community while providing and improving amenities and services.

OBJECTIVES

1. Coordinate with Canyon County regarding planning for areas within area of city impact addressing regional growth and supporting the Parma Comprehensive Plan.

2. Unimproved and land unutilized within the Parma City limits and impact area should be utilized in order to curtail urban sprawl and protect existing agriculture lands from unnecessary encroachment.

POLICIES

1. Population forecasts from the Idaho Department of Commerce, which is based upon the US Census, should be one of the tools to guide the development of service needs.

   a. Other tools, which are available, are Census Tracts, Census Block Group and Traffic Analysis Zones.

2. Monitor changes in population demographics by regularly reviewing relevant indicators (building permits, census data) and providing an annual report.
CHAPTER THREE - LAND USE

The land use element describes the existing and the projected land use patterns for the city. The future land use changes will occur as existing infrastructure is expanded or modified. This could happen, based upon future annexations and zone changes. The purpose of land use planning is to reduce land use conflicts, reduce costs of providing services, and have control of development in and around city limits. Managing growth and channeling it into orderly community development is the key element of land use planning. Unplanned growth results in undesirable land use patterns.

Land use is an integral part of every other element in a comprehensive plan. Effective land use planning is essential for numerous reasons:

- reserves areas well suited for types of business or industry that may require special access,

- allows for large areas or special site conditions,

- provides efficient movement of goods and people among interdependent land uses (e.g., employees to work, resources to industry, children to school)

A well-integrated and coordinated mixture of residential, commercial and other types of land uses create a more dynamic and compact community. The comprehensive plan is a multifaceted document designed to serve as the City’s guide for future growth and development, as well as making decisions that relate to livability issues.
The analysis of existing land use is an important process in developing a basis for the comprehensive plan. This is particularly significant in the urban and fringe areas of the city. It is also significant in the agricultural areas, where agriculture versus urbanization becomes pertinent.

**CURRENT LAND USE PATTERNS**

Land uses in Parma include residential, commercial, agricultural, and governmental uses and are primarily owned by private individuals, local, the state, and the federal government. The majority of acreage in the city is residential and commercial land uses and established Agricultural businesses are located southside of the city and within the County or within the area of city impact. Consideration for agricultural land uses and businesses are paramount to the city’s current and possibly its future economic base.

These land use patterns make a major impact to the development of the city in the following ways:

**RESIDENTIAL USES**

Within cities there should be a mixture of various housing units for traditional families, single head of household, seniors, empty-nesters, singles persons and low, moderate and upper income families. Communities should include various housing styles as part of their housing stock. The range of housing type could include, but not be limited to attached and detached single family and multi-family dwelling units, manufactured homes, townhouses, and patio homes. In smaller communities like Parma, the housing types described may not be appropriate at the writing of this document, but as the community grows, the public may demand a more expanded housing stock.

**COMMERCIAL, CIVIC, RELIGIOUS USES**

Housing is the foundation of a community, while commercial, civic and religious are the backbone. Civic and religious use
can provide a sense of community for its residents. Commercial development, especially the downtown, has been known as the heart of the community. The condition of the Downtown core could be a barometer to the condition of the remaining part of the city or the community’s commitment to its community. Parma has committed itself to these practices as they develop this plan. The Comprehensive Plan is geared to identify any concerns of the community and to meet those challenges. It should be noted that the city of Parma has one of the two remaining Drive-in Theaters (Outdoor Theater) in Ada or Canyon Counties.

INDUSTRIAL USES

Parma’s industrial land uses can be identified as agricultural (See Agriculture). Spin-off development like mini-storage units are being developed in Parma to meet the storage needs in the community.

OTHERS INDUSTRIAL USES

Airport

Parma’s municipal airport is fully functional facility for the small aircraft (Map 3).

Agricultural

Parma's agriculture, including the Area of City Impact, is varied. It consists of small family farming, livestock operations, large farms, small and large dairies, honey production, green houses, fresh packers, seed production and packaging, private research and laboratory operations, University of Idaho Research Station, agriculture equipment manufacturers, fertilizer suppliers, commodity storage and handling facilities and many other specialized industries related to agriculture.
Crops and Seed Crops:

Alfalfa, clover, mint, corn, wheat, barley, asparagus, all kinds of flower seeds, sweet corn, onions, beans, lettuce, carrots, radish, and chives.

Livestock:

Beef cattle, dairy cattle, sheep, dairy goats, mink, hogs, horses, bees, and fish.

Allied Industries:

Three fresh packers of onions, potatoes and radishes.

Four seed processors of vegetable seeds, flowers, and other specialty crops.
Three commodity storage and shippers of cereal grains, hops and wool.
Two manufacturers of onion, beet, and other crop equipment.
Three irrigation suppliers and fabricators.
Two private beef research centers.
One beef performance center.
University of Idaho Research and Extension Center.
Two fertilizer and chemical suppliers.

HIGH-TECHNICAL USE

The city of Parma is within 42 miles from Boise, which is the southwestern portion of the Treasure Valley. With the influx of High-Technical development in the Treasure Valley, Parma would be prime for high-tech spin-off development. High-Tech spin-off development is usually clean development and would be a boon for employment opportunities for Parma residents.
HIGHWAY 20-26, Highway 95

Highway 20-26 is the gateway into the City of Parma from the east and west, Highway 95 is the gateway to the north and south. Roswell Blvd. is the gateway to the west to Oregon.

GENERAL

The orderly development and expansion of land for agricultural, residential, commercial, civic and religious and recreational facilities and uses are necessary to maintain a stable and diverse economy, which is important to the city of Parma. As the Treasure Valley and surrounding urban areas become more dense, congested, polluted, and have higher crime, people will seek the simpler life style. With inexpensive land and an easy commute to Treasure Valley, Parma will grow.

LAND USE REGULATIONS

Land use zoning regulations generally state that, no building or structure shall be erected or structurally altered or used, unless the uses meet the local ordinance.

AREA OF CITY IMPACT

Pursuant to Idaho Code Section 67-6526, Area of City Impact - Negotiation Procedures": a separate ordinance providing for application of plans and ordinances of the area of city impact shall be adopted. Subject to the provisions of Section 50-222, Idaho Code, an area of city impact must be established before a city may annex adjacent territory. “ In defining an area of city impact, the following factors should be considered:

1) Trade Areas;
2) Geographic factors and
3) Areas that can reasonably be expected to be annexed to the city in the future.

The City of Parma shall have an agreement in place with Canyon County for land use decisions in pre-defined impact areas surrounding the city. The boundaries of the area of city impact are contingent upon negotiations with Canyon County. Consensus should be reached by both parties, in a timely fashion, on all matters regarding the public good.
CITY OF PARMA

COMPREHENSIVE PLAN MAP

LEGEND:

- CITY BOUNDARY
- TOWNSHIP BOUNDARY
- RAILROADS
- PUBLIC TRANSIT
- POLICE STATION
- FIRE STATION
- HOSPITAL
- MEDICAL CENTER
- OFFICE PARK/FAMILY NEIGHBORHOOD COMMERCIAL
- OFFICE PARK/HIGHWAY COMMERCIAL
- INDUSTRIAL

1" = 1800 FEET

This map represents a compilation of data and information used for the preparation of the Plan. The City of Parma was not involved in the preparation of this map and has not reviewed or approved its contents. The City is not responsible for the accuracy of the data or its application to the City's Comprehensive Plan.

Adopted by the City Council of the City of Parma
Date: July 2023

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LAND USE COMPONENT

The Mayor, City Council, citizens and developers are involved in questions of physical development. During City Council meetings, development decisions are made concerning annexation, rezones, subdivision development, conditional use permits and variances. Due to this responsibility it is necessary for the city to adopt polices and guidelines which provides a framework for making these decisions resolving issues. It is the comprehensive plan, which provides this framework.

It is important to keep in mind the comprehensive plan is a representation of the future of Parma. It must also be emphasized that while the land use component may represent a combination of other components within this plan, it is only one of the components to be considered when determining whether a particular proposal is consistent with the comprehensive plan. When determining what the comprehensive plan requires or permits, each component must be considered, then a decision can be made.

It is the responsibility of the Mayor and City Council to review new development proposals to insure compatibility with the zoning and development ordinances and the Comprehensive Plan, and then make the final decision on a particular development issue. Subdivision regulations establish various standards for the subdivision of property in conformance with the Comprehensive Plan.

GOAL: Managing land uses by making sound land uses decisions based upon this plan and other land use ordinances, which will establish proper relationships between residential, office, commercial, industrial, public, and high-tech land uses and fostering a development pattern that is compact rather than scattered in order to discourage sprawl, reduce the extent and cost of public services and preserve open space surrounding and within the city.

OBJECTIVES:

1. The land use map and comprehensive plan should be a guide for development planning and implementation through zoning, subdivision and other development ordinances.

2. Provide for planned and orderly development of land within Parma and its impact area.

3. Maintain, enhance and develop diverse building types and land uses.
4. Encourage the development of commercial and industrial land uses which is not adverse to neighboring land uses and which will have minimal adverse effects on the physical and social environment.

5. Designating ample land for residential and commercial expansion in appropriate areas.

POLICIES:

1. Encourage orderly and logical development of land which is adequate for expansion of residential, commercial, agricultural, and recreational uses necessary to maintain a stable and diverse economy.

2. Encourage mixed-use development including housing, office and commercial development to assist in reducing traffic.

3. Actively coordinate planning and development within Parma and its impact area.

4. Encourage public participation in the planning process.

5. Continue updates of the zoning ordinance and subdivision ordinance and establish appropriate development standards.

6. Transition areas should be placed between commercial and residential zones to reduce noise, lights and traffic impacts caused by commercial activity.

7. Renegotiate area of city impact agreement with Canyon County.

8. Review, monitor and update land uses within the Area of City Impact.
9. Update the zoning and subdivision ordinances to be in conformance with the adopted Comprehensive Plan as required by state law.

10. Charge the City Council as the agency responsible for reviewing the status of the implementation actions and critique the relevance of the Comprehensive plan, including making any amendments on an as-needed basis.

11. Develop an industrial park.

12. Update the Zoning Ordinance by establishing an overlay zone for the Parma Airport.

13. Encourage the continued use of the Parma Drive-In.

14. Explore opportunities to locate spin-off High-tech development in the City of Parma.
CHAPTER FOUR - TRANSPORTATION

A detailed transportation analysis of the City of Parma has not been developed. The study should assist existing traffic conditions and forecasts future traffic conditions. As the city grows, it is important to develop and adopt standards for road improvements. A roadway inventory and pavement management program should be advanced by the city that will assist in prioritizing projects and assist in developing a complete maintenance program. A transportation plan identifies projects and provides recommendations for future improvements. In order for Parma to develop and improve transportation within the city, the recommendations outlined in the plan should be pursued. The local transportation system links the community together by providing access to different land uses and public facilities. The relationship between the transportation component and the land use component within the comprehensive plan is best explained as a cycle. The cycle begins when a change in land use generates more traffic. The transportation cycle is illustrated as follows:

Source: Transportation in Your Local Comprehensive Plan, A Guide for Local Government Officials, Idaho Transportation Department
Functional Classifications

State Highway

State Highway 20-26 and 95 are the major North-South and East-West routes through Parma.

Arterial Streets

Arterial streets serve through-traffic between important centers of activity in an area. These streets include Grove Street (Hwy. 95 through the city), Roswell Boulevard, U of I Lane, Walker Road and Parma Road. Market Road is not in the Parma City limits, but within the Area of City Impact, and it connects to Highway 95 to the southeast.

Collector Streets

Collector streets serve to gather and funnel traffic from local streets to arterial streets. They include medium traffic volume streets, which collect traffic from local roadways and distribute to arterials. Generally, they can accommodate two lanes of traffic and parking is discouraged. They may serve as boundaries for neighborhoods, as well as buffers between incompatible land uses because of their 60-foot rights-of-way.

Local Streets

Local streets serve residential developments and provide local access. They provide direct access to adjacent residential areas and provide local traffic movement. The roadways are generally two lanes with parking and a right-of-way width of about 56 feet and a paved width of 37 feet on local streets.

Cars, trucks, buses, pedestrians and bicyclists all use the roads. With an increase in population, traffic congestion is often the result. One solution to the congestion is to either expand existing roads or to build new roads. Another solution is to decrease use of roads by encouraging alternative routes and modes of travel. It is often difficult to construct new roads or widen existing roads within the city limits. Many of the current rights-of-ways do not allow for expansion of many of the existing roads.

The timing, location and expansion of the transportation system are important factors affecting urban development. A major concern of the community regarding the transportation system is the need to maintain and improve the livability of the residential areas in the face of new population and transportation requirements.
Increases in population and related commercial and industrial expansion, brings about demands for better transportation planning and implementation. Improvements required for the transportation network places a heavy burden on the county highway district’s budget as they attempt to meet these demands.

**Future City of Parma Transportation Projects**

As part of the Canyon County 2025 Transportation Plan, the Community Planning Association of Southwest Idaho (COMPASS) has developed a master plan for future transportation projects in Parma as shown on Map 4.

**OTHER MODES OF TRANSPORTATION**

**Railroad**

The Union Pacific has a railroad line that goes through Parma. The railroad is one of the major sources of travel to move produce from the area. The other major modes of transportation are the highway truck routes.

**Truck Routes (Agricultural Community)**

Moving Agricultural Products via truck has been and will continue to be a sister to the railroad in moving produce products.

**Airport**

**History**

The Parma airport was created with acquisition of approximately 20 acres from Archie C. and Grace M. Tuttle, December 29, 1944; approximately 7 acres from Lester Yeakel; and approximately 2 acres from Z. and Aagi Davidson, January 6, 1945. This land makes up of the Airport’s property.

The original runway was a turf and approximately 300 feet in width by 2500 in length. In the 70's the runway was updated to gravel surfaces and the width was reduced to approximately 80 feet. It is assumed that during this period the gravel taxiways were added.
Existing Facility

With an elevation of 2228.1 MSL, the Parma Airport is located on the southeast side of Parma, south of the Union Pacific Railroad Main Line on 29 acres owned by the City. The airport has a single runway (Runway 12/30) which is 2700 feet long and has width of 50 feet. The runway’s surface is asphalt and has an effective gradient of 0.17%. Based on the availability of funding lighting, paving a taxiway and security fencing are included in the airport master plan. There is no Unicom or beacon at the airport. The markings include 12/30, a center strip runway with end striping and yellow markings to the paved turnouts. There are six tiedown spaces available and four hangers. All hangers are currently occupied and in good condition. The tiedowns are located at midfield, north of the runway.

There are water, sewer, telephone and electricity available at the airport access to the airport from Parma is along Sand Road to Airport Road. Airport Road runs along the north side of the airport and provides access to the hangers and tiedowns. There is a dirt road that runs along the airport’s south boundary line and provides access to the wind cone. (See the Existing Airport Master Plan and Map 3).

Conclusion

The Parma Airport is currently classified as a community access airport under the State of Idaho Aviation System plan. Community excess airports are publicly owned airports not in the National Plan of Integrated Airport System (NPIAS). These classifications of airports serve the general aviation user, are located at and provide access to outlying smaller communities and provide emergency landing capabilities. The Parma Airport is not sponsored by the FAA and does not fall under the design criteria.

As the airport expands, there will be future influences, which will require associated land uses within the airport boundaries. In order to insure the airport is not encroached upon with non-compatible land uses the City needs to establish an overland zone to insure the present and future compatible uses of the Airport.

ValleyRide

ValleyRide is the Regional Transportation Authority established in 1998. ValleyRide represents 13 cities, two counties, five area Highway Districts, Boise State University and Capital City Development Corporation. ValleyRide doesn’t serve the city of Parma now; but service is planned for the future.
Senior Bus
The Parma Senior Citizen Center has a 14-passenger bus which transports seniors throughout Ada and Canyon Counties.

GOAL:
Cooperate in the development of a balance multi-model (all transportation) transportation system that enhances the area’s land use, environmental, social, economic and energy needs.

OBJECTIVES:

1. Require developers to provide sufficient space for off-street parking of both commercial and private vehicles. Designs of parking areas should provide for snow storage and adequate means of handling runoff.

2. Promote ease of access in and through all portions of the city.

3. Pedestrians and bicycle should be accommodated with special facilities to keep them away from automobiles.

4. Promote various modes of alternative transportation, which will reduce air pollution, noise and fuel consumption and congestion.

5. Provide adequate off-street parking and good traffic circulation in areas designated for light industry.

6. Encourage the repair and/or install sidewalks throughout the city.

7. As develop occurs adequate street improvements should be made.
POLICIES:

1. Restrict commercial development to those areas where commercial activity now exists and which provides good access to major transportation systems. This would minimize traffic conflicts and maintain smooth circulation.

2. Develop a street circulation master plan.
   a. Prepare and maintain an operations maintenance program

3. Develop turn lanes/pedestrians crossing on highway system.

4. Review, monitor and analyze local and regional transportation systems.

5. Update the City of Parma’s Zoning Ordinance to establish an overlay zone for the Parma Airport.

6. Encourage Canyon County to establish the same overlay zone recommended for the Parma Airport.

7. Support the ValleyRide the Regional Transportation Authority.
   a. Encourage carpooling
   b. Develop park and ride lots
   c. Support a commuter train from Boise to Nampa/Caldwell

8. Follow the recommendations of the Parma Airport Master Plan.

9. Develop a sidewalk program.

10. Provide that future development at the airport meets the Parma Airport Study (2000).

11. Proceed with the Phased Development Plan as outlined in the Parma Airport Study (2000).
12. Request and utilize funding assistance as provided by the Idaho Transportation Department, Division of Aeronautics.

13. All new streets and roads and those which are reconstructed should be designed and built in accordance with adopted standards. The costs of new streets and roads should be required to be borne by developers.
City of Parma Transportation Projects

<table>
<thead>
<tr>
<th>Site/Location Identification</th>
<th>Improvements/Description</th>
<th>Construction Year</th>
<th>Project Duration (years)</th>
<th>Length (miles)</th>
<th>Category</th>
<th>Cost (2006) Includes ROW and Construction</th>
<th>Cost Estimates by</th>
<th>Responsible Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Klahr Road &amp; HWY 95</td>
<td>Add a Left Turn Lane on Both Sides of Klahr.</td>
<td>2020</td>
<td>1</td>
<td>Intersection</td>
<td>Intersection</td>
<td>$300,000</td>
<td>Doherty &amp; Associates</td>
<td>Notus-Parma Highway District</td>
</tr>
<tr>
<td>Klahr Road, from HWY 95 to Shelton Road</td>
<td>Rebuild to Rural 2-lane Typical Section with 5 ft Shoulders with Turnbays at Major Intersections.</td>
<td>2025</td>
<td>2</td>
<td>2</td>
<td>Reconstruct &amp; Widen</td>
<td>$1,860,000</td>
<td>Doherty &amp; Associates</td>
<td>Notus-Parma Highway District</td>
</tr>
<tr>
<td>Market Road, from Conway Road to the County Line</td>
<td>Realign and Widen with New Road from Conway Road to County Line</td>
<td>2020</td>
<td>1</td>
<td>3</td>
<td>New Construction</td>
<td>$1,500,000</td>
<td>COMPASS</td>
<td>Notus-Parma Highway District</td>
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<tr>
<td>Market Road, from Parma Road to the County Line</td>
<td>Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.</td>
<td>2020</td>
<td>10</td>
<td>10.5</td>
<td>Reconstruct &amp; Widen</td>
<td>$7,850,000</td>
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<td>Notus-Parma Highway District</td>
</tr>
<tr>
<td>Parma Road, from HWY 95 to Klahr Road (Shared with City of Parma)</td>
<td>Rebuild Section of Road (63% of Total Length) to Rural 2-lane Typical Section with Turnbays at Major Intersections and the Section Within Parma City Limits (37% of total length) to Urban 2-lane Typical Section, Add Left Turn Lane on Eastbound HWY 95.</td>
<td>2019</td>
<td>2</td>
<td>2</td>
<td>Reconstruct &amp; Widen</td>
<td>$1,820,000</td>
<td>Doherty &amp; Associates</td>
<td>33%-City of Parma 37%-Notus Parma Highway District</td>
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<tr>
<td>Shelton Road, from HWY 95 to Klahr Road</td>
<td>Rebuild to Rural 2-lane Typical Section with 5 ft Shoulders with Turnbays at Major Intersections.</td>
<td>2025</td>
<td>1</td>
<td>2.8</td>
<td>Reconstruct &amp; Widen</td>
<td>$2,500,000</td>
<td>Doherty &amp; Associates</td>
<td>Notus-Parma Highway District</td>
</tr>
<tr>
<td>U of I Road, from Walker Road to Klahr Road (Shared with City of Parma)</td>
<td>Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.</td>
<td>2020</td>
<td>1</td>
<td>1</td>
<td>Reconstruct &amp; Widen</td>
<td>$800,000</td>
<td>Doherty &amp; Associates</td>
<td>20%-City of Parma 80%-Notus Parma Highway District</td>
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<tr>
<td>Walker Road, from U of I Road to Parma Road (Shared with City of Parma)</td>
<td>Rebuild to Urban 2-lane Typical Section with Turnbays at Major Intersections.</td>
<td>2025</td>
<td>1</td>
<td>0.5</td>
<td>Reconstruct &amp; Widen</td>
<td>$560,000</td>
<td>Doherty &amp; Associates</td>
<td>34%-City of Parma 66%-Notus-Parma Highway District</td>
</tr>
</tbody>
</table>

**Moving People 2025: Canyon County Long Range Transportation Plan (Appendix B: Needs Assessment)**
CHAPTER FIVE - COMMUNITY DESIGN

Community design is used to describe the image and character of a city’s natural and developed environment. There are two distinct perspectives to the character of community design. First, community design encompasses all of the physical elements that make up the city and its natural settings. On this scale community design deals with the visual qualities of the city as a whole, as well as its relationship to the surrounding countryside. Height of structures, the type of exterior materials, greenbelts, open space, trails and pathways, controls of noxious weeds, location of sidewalks and protecting historic structures, are some of the issues considered as visual qualities of the city.

Secondly, community design deals with the development patterns of specific areas, such as business districts, industrial areas, residential neighborhoods and future development areas. Protecting gateways into the city, landscaping, setbacks, on-street and off-street lighting, traffic access, sign standards, beautification of streets, parking lots, public land, and state highways are some of the issues considered as design features.

The type, intensity and arrangement of buildings in a city reflect the social and cultural values of its citizens, the state of its technological development and its economic base. Both concepts of community design interrelate and both are a key component of the comprehensive plan.

The objective in designing communities for rural areas is to establish residential areas adjacent to main service centers, thereby providing easy access to necessary goods and services. Neighborhoods should be encouraged to develop in a manner that expresses concern and appreciation for the aesthetic quality of the physical environment, while retaining their unique characteristics.

Parma currently has design standards as it relates to infrastructure, such as, street improvements, sidewalk, curb and gutter. In addition, paved off-street parking allows for the reduction of dust, which increases air quality and the removal of weeds enhances the community.

GOAL: Ensure through community design a rich variety of unique and identifiable structures and land uses, which express the city’s functions, history, technology, culture and natural setting and which are not disruptive to its inhabitants or adjacent land uses.
OBJECTIVES:

1. Strive to create an aesthetically pleasing community which will protect the unique natural beauty and small town character of the City.

2. Maintain and create visual and functional links between city parks and open space.

3. Stress City maintenance and upkeep of public and private property to enhance the attractiveness and characteristics of the community.

4. Encourage the screening or fencing of all salvage and junkyards.

5. Develop a commercial sign that assures an attractive commercial area.

6. Develop lighting program for safe traffic circulation.

7. Develop a visual gateway into the city to improve city wide identity.

8. Encourage the creation and enhancement of landscaping throughout the city.

9. Discourage proliferation of visual clutter along public rights-of-way, such as bill boards, signs and dumpsters.

10. Encourage development design that is aesthetically pleasing and that will reduce the impact on neighboring properties.

11. Support design review to promote quality land development.

12. Discourage proliferation of trash on public and private property in the city limits.
POLICIES:

1. Require buffering of light industrial use from adjacent land uses devoted to other uses.
2. Develop exterior lighting guidelines.
3. Become a TREE City USA.
4. Establish a tree planting program.
5. Develop a sidewalk, curb and gutter program.
6. Establish a required trash pickup service by ordinance.
7. Develop a landscape ordinance.
8. New residential, commercial, and industrial development shall be required to meet minimum design standards as specified by City Ordinance.
9. Buffer and Transition zones shall be developed between conflicting types of land uses.
10. Prepare and adopt design guidelines and development standards to be the basis for design review of architectural, landscaping, signage and other visual impacts of development projects.
11. Encourage the planting of trees and bushes that will create beauty and add to the healthy environment of the City.
12. Encourage restrictive guidelines and design techniques for development in conservation areas or natural resource areas.
13. Require the overall design and development of light industrial sites to be appropriate for the location selected.

14. Develop a commercial sign and lighting program that will assure an attractive commercial area and promote safe traffic circulation.

15. Encourage open space in residential developments.

16. Preserve existing trees wherever practicable and establish appropriate landscaping as part of new developments.

17. Establish a getaway program.

18. Encourage the development of “Operation Clean Sweep” to remove trash and unsightly areas.

19. Develop a Code Enforcement Officer for the city.

CHAPTER SIX - CULTURAL and HISTORICAL SITES (SPECIAL AREAS AND SITES)

"Special Areas and Sites" are defined as areas, sites or structures of historical, archaeological, architectural, ecological, or scenic significance. Special areas or sites within the Impact area should be analyzed according to their defined function. Development of Special areas or Sites should take place in a manner that reflects harmony with their natural environment and recognized qualities which render them distinctly unique.

Parma has been described as the "Gateway To The Oregon Trail." With the establishment of the Hudson Bay Company trading post in 1836 at the junction of the Boise and Snake Rivers, the Parma area became the first civilized spot in southwest Idaho. For 20 years, travelers on the Oregon Trail stopped there for supplies. Eventually, an increasing number were attracted by the tall grass along the rivers and remained here to raise livestock.

In 1883, as the Oregon Short Line was being built across Idaho, a siding was constructed four miles east of the old fort site. There, within a few weeks, the Fouch General Merchandise Store was serving as a post office and supply center. The Fouches named the area near the siding Parma.

Three years later Frank Fouch filed a town site claim for the area around his store. When the town site was platted in 1890, Fouch declared the "...new center should be a good place in which to live and rear a family." Soon the Sebree Canal was making the desert bloom, but Parma remained a sleepy little village with little more than a few houses, a store, a blacksmith shop and saloons. In 1902, however, the town made an about face.

An Illinois businessman, E. M. Kirkpatrick, settled in Parma and revolutionized the entire area. He purchased and finished building the Riverside Canal that transformed the Roswell bench. He established a bank, a block of store buildings that offered dry goods, implements, drugs, furniture, groceries, and hardware. He built a hotel, and financed telephone, electric, and water utilities. He induced about 50 Midwestern families to come to the area.

Over the years, hay and grain have continued to be the staple crops for many farmers who are typically able to produce up to three crops each summer.
Farming in the area began with settlers pasturing cattle on the Boise River bottom. With the advent of irrigation, a cluster of mile-square ranches sprang up around Parma. The livestock industry hit a slump at the turn of the century, and the big ranches were divided into small farms. Fruit growing became important to the area's economy, and, at one time 3,000 Parma area acres were covered with apple, plum and peach trees. Tons of locally produced clover seeds added to the local economy.

The citizens of Parma have identified several sites within their community, which has cultural and historical significance. These historic sites are identified as follows:

1. Oregon Trail (roughly along Hwy. 20/26/95)
2. Old Fort Boise (at Old Fort Boise Road Nature Area), located three miles from city limits
3. Old Fort Boise Replica - the site of the replica is a structure that approximates the size and appearance of the original Old Fort Boise, which stood in the early 1800's in the Parma area. The replica also houses the Old Fort Boise Historical Society museum contains an actual pioneer log cabin.
4. Kirkpatrick Memorial Community Church and Anderson Hall (302 N. 3rd Street) - 1920
5. Sacred Hearts of Jesus and Mary Catholic Church (610 N. 7th Street) -
6. First Presbyterian Church (201 Grove Street) - 1890 - Currently Rhonda Hair Hut, Charlie Brown TV & VCR Repair
7. Hurett Family Home (210 N. 3rd Street) - 1901 - Currently Melba Sutton Home
8. L. Reeds Home - 1923 - 1st Sears (and Roebuck) Built
9. Johnson House - 1908
10. Seven Day Adventist ( early 1900's)
11. IOOF Hall - 1900
12. Parma 1st Bank - 1910
GOAL: Preserve, maintain and enhance the quality of local cultural and historic resources through preservation, conservation and efficient management.

OBJECTIVES:

1. Conduct a reconnaissance survey and determine the location of historic structures.

2. Identify structures that should be on the National Register for Historic Structures.

POLICIES:

1. Develop policies for the preservation of historic areas and architecturally significant structures.

2. Develop an oral, written and pictorial history of Parma.

3. Identify and establish an inventory of historical, architectural, archeological, scenic and ecological sites.

4. Form a citizen committee to review and make recommendations to the City Council, regarding the identification of historic structure and sites.

5. Refine and adopt a Parma Historical, Architectural, Archeological, Scenic and Ecological Sites Master Plan.

6. With property owners assistance, register appropriate structures that need to be on the National Register for Historic Structures.
1. Oregon Trail (roughly along Hwy. 20/26/95)
2. Old Fort Boise (at Old Fort Boise Road Nature Area)
3. Old Fort Boise Replica - the site of the replica is a structure that approximates the size and appearance of the original Old Fort Boise
4. Kirkpatrick Memorial Community Church and Anderson Hall (300 N. 3rd Street) - 1920
5. Sacred Hearts of Jesus and Mary Catholic Church (610 N. 7th Street)
6. First Presbyterian Church (201 Grove Street) - 1899 - Currently Rhonda Hair Hut, Charlie Brown TV & VCR Repair
7. Hurett Family Home (210 N. 3rd Street) - 1901 - Currently Melba Sutton Home
8. L. Reed Home - 1923 - 1st Sears (and Roebuck) Built
9. Johnson House - 1908
10. Seven Day Adventist (early 1900's)
11. IOOF Hall - 1900
12. Parma 1st Bank - 1910

CITY OF PARMA
CANYON COUNTY, IDAHO
BASE MAP

SCALE: 1 NCH=1000 FEET

LEGEND

WATER BOUNDARY
CITY LIMITS
RAILROAD

HISTORIC PLACES

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Revised February 1992
CHAPTER SEVEN - ECONOMIC DEVELOPMENT

Parma is a small town with a good retail base. Within minutes of anywhere in Parma is a supermarket (M & W Market), a pharmacy-variety store (SuperThrift Drug) and a furniture store (Parma Furniture). Parma features five restaurants (some drive-in and some sit-down) and several other small retail businesses.

Parma's agriculture is varied. It consists of: small family farming, livestock operations, large farms, small and large dairies, honey production, green houses, fresh packers, seed production and packaging, private research and laboratory operations, University of Idaho Research Station, agriculture equipment manufacturers, fertilizer suppliers, commodity storage and handling facilities and many other specialized industries related to agriculture.

The city of Parma is served daily by commercial truck lines as well as by national delivery services — UPS, Federal Express, Postal Express and has its own medical clinic, the Parma Clinic, and a dentist.

Table 10, Identifies the major employers in the city and area of city impact.

GOAL

Protect the economic base of business and industries, by creating an environment that is conducive to business retention and expansion with a range of business types, which will establish a broad economic base for the City.

OBJECTIVES

1. Establish an economic task force to provide assistance in developing economic assistance to the city.

2. To encourage business and industry that have minimal environmental impact.

3. To encourage an economic base complementary to Parma's identity.

4. Actively promote economic growth in the community on a selective basis, rather than for the sake of becoming larger.
POLICIES

1. Enlarge on the variety and quality of business enterprises within the community.

2. Encourage those industries and commercial endeavors that will require additional labor.

3. Maintain and expand existing businesses and recruit new businesses in Parma.
# PARMA'S MAJOR EMPLOYERS

## TABLE 10

<table>
<thead>
<tr>
<th>COMPANY</th>
<th>SUMMER</th>
<th>WINTER</th>
<th>YEAR AROUND</th>
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<tr>
<td>Agri Lines Irrigation</td>
<td></td>
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<td>BLT</td>
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<tr>
<td>Bruce and Rod Tire</td>
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<td>Boy's Better Burger</td>
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<td>Champion Produce</td>
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<td>Court Motel</td>
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<td>Fashion Flair</td>
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<td>Boise Valley Feeders</td>
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<td>Frosty Palace</td>
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<td>P &amp; L Produce</td>
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<td>Parma Auto Parts</td>
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<td>Parma City Hall</td>
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<td>Parma Company</td>
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<td>Parma Furniture Co.</td>
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<td>Parma Post and Pole</td>
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<td>Parma School</td>
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<td>Pizza Place</td>
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<td>Producers Co-op</td>
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<td>Riverside Inc.</td>
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<td>Seely Super Thrift Drugs</td>
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<tr>
<td>Specialized Mfg. Co.</td>
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<tr>
<td>The Clinic at Parma</td>
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<tr>
<td>Troost Dairy</td>
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<td>U Of I Research</td>
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<td>Wells Fargo Bank</td>
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<td>Watson J. C. Co.</td>
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<td>Watson Orchard</td>
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CHAPTER EIGHT - HAZARDOUS AREAS

The City of Parma sits on an upland plain that is dissected by the Snake and Boise Rivers. The floodplains of these rivers can extend up to two miles wide in some places. The area has an arid to a semiarid continental climate, with most cultivated soils lying between 2,200 and 2,700 feet in elevation.

In this area there are restrictions on where and how certain land development can occur. This has created some challenges for the city in their attempts to improve these areas.

The City of Parma should be aware of potential man-made hazards, which can be identified in many cities are:

Underground storage tanks which have not been removed or do not meet the current federal requirements to prevent leakage/contamination into ground water;

Storage of grains and other agricultural products;

Storage and use of chemicals in residential, commercial or industrial operations and

Hazardous materials transported on trucks or railroad coming through the community.

LAND CHARACTERISTICS

Known hazards vary from earthquakes, surface rupturing, landslides, avalanches and flooding. In Parma, hazardous conditions that are known are limited to flood hazards that are identified as the flood plan and conditions that could arise as a result of erosion.

The soils in the area are somewhat poorly drained soil to moderately drained fine sandy loams to silt loams on lowlands with slight to moderate hazards in irrigated areas. (See map 16 for the identification of the types of soils in the area.). Canyon County has a high range of acreage, which is agricultural and rangeland, much of which, within the area of city impact is identified.
FLOOD HAZARDS AND SNOW LOADS

Floodplain

Drainage is a concern. It is especially poor in the low areas next to the Boise River, where Parma lies. In these areas over-irrigation and seepage from irrigation canals have caused high water tables to form that restricted some development activities. The flood plain in Parma is noted on Map 7. The South Eastside of the city is in a floodplain.

Snow Loads

Due to the total amount of accumulation of snow in Parma, snow loads will not impact Parma.

AIR QUALITY AND NOISE

Air Quality

The U.S. Environmental Protection Agency has developed air quality standards to help measure air quality. Any area that does not exceed the federal air quality standards is considered an "attainment area" for a particular component or total air quality.

The Idaho Department of Environmental Quality (DEQ) is responsible for monitoring air quality within the state. Parma is listed by the DEQ as an attainment area for the basic components of measurable air quality for total suspended particulate. There are four non-attainment areas in Idaho, with the closest being the Boise Standard Metropolitan Statistical Area, about 42 miles southeast of Parma.

Due to a lack of resources, the DEQ does not have an air quality monitoring station in Parma. The focus has been on the areas where complaints have been filed, requesting air quality monitoring.

Noise

The U.S. Department of Housing and Urban Development (HUD) has developed criteria to noise levels and their degree of undesirability. The three components of noise are frequency, intensity and duration. For analysis purposes, HUD uses the day-night average sound level system which is denoted as LDN. The LDN is an average noise level of a 24-hour period and weighting it by the
addition of 10 decibels for noises occurring between 10:00 p.m. and 7:00 a.m. Any areas with noise levels below 65 LDN are considered acceptable.

Summary

Within Parma there are three areas that could be subject to such an assessment; Highway 24-26 and the railroad. None of these areas are considered to have LDN levels above 65.

GOAL: Preserve the environment for future generations by ensuring that the highest level of safety and security for city residents that is reasonably possible, by means of thorough and accurate identification and elimination of potential hazards and that land, air, water, excessive snow loads and wildfire. Do not diminish quality or quantity life.

OBJECTIVES:

1. Ensure that new structures and development sites are designed to minimize likelihood of damage resulting from geologic and seismic hazards.

2. Ensure the flood prevention and floodplain standards minimize financial loss and maximize protection of property in the event of flooding.

3. Educate city officials and citizens as to the various man-made hazards associated with certain types of business and to encourage mitigation of such hazards.

5. Encourage that all drainage to remain on development sites.

POLICIES:

1. Join with county and state disaster services to develop and maintain an adequate emergency plan.

2. Enhance emergency preparedness through public education, training, drills and exercises and develop a contingency plan.

3. Ensure that Parma’s flood prevention and floodplain development standards and practices provide satisfactory safeguards for public and private development.

4. Provide information regarding environmental problems or hazard areas to citizens.

5. Regulate pollutants running into the Boise River.

6. Discourage open burning in Parma in order to protect the air quality.

7. Protect Parma’s aquifer.
CHAPTER NINE - PUBLIC SERVICES AND UTILITIES

Growth in Parma and its impact area will require expansion of public facilities and services. All land use planning decisions should evaluate the effects of new development on the delivery of public services. Policies concerning the manner, in which, public utilities and services are expanded plays an important role in the location and intensity of future housing, commercial and industrial development. Parma City provides residents with water, sewer, fire protection and police protection. A joint Parma rural ambulance and fire district provides emergency services (see map 8).

EXISTING SERVICES AND CONDITIONS

ADMINISTRATION- City Hall is located at 305 North 3rd Street. The thirty-year-old structure, which once housed the city library, contains the mayor’s and city clerks’ offices, city council chambers and police station. The building meets American Disability Act (ADA) standards and current building code standards.

MAYOR - chief administrator with the assistance of city staff.

CITY CLERK/TREASURER - includes utility billing services, treasury, accounting services. The city clerk is responsible for these functions.

CITY SHOP - located at 406 East South Avenue and covering two blocks and with a 60’x40’ structure, that serves as the headquarters for vehicle maintenance, storage of equipment and supplies for all public works functions and office space. A large fenced yard provides for street materials and vehicles.

LEGAL - includes the contracted services of a city attorney providing both civil and criminal prosecution.

CITY ENGINEER - includes the contracted services of a city engineer providing capital facilities planning for the city in the areas of sewer, water and street improvements (see Public Works).
PARKS AND RECREATION- the city has a total of fifteen (15) acres of park land, which includes five (5) parks, the city pool and the Fort Boise Replica. Based on population growth projections, it is evident that public services in Parma must be expanded to maintain the community’s livability. New residents will influence service expectations. People relocating to Parma may request increased services, whether it be library, services, police protection, recycling programs, or recreational facilities. The City of Parma has the potential to provide adequate services to meet demand.

While transportation systems and utility services have potential deficiencies, they can be expanded if capital improvement programs are adequately funded. There is an important connection between the cost and quality of public services and the local economy. If the cost of required services exceeds the public’s ability to pay, a financial hardship results. If the city and other service providers do not maintain high quality and dependable services, it will limit economic growth.

Because the population of Parma is expected to expand, every department will have to adjust to increased service demands. Given this positive growth trend, the city should consider expanding key services to meet future demands.

PUBLIC SAFETY

POLICE

Demographic and economic conditions will have tremendous influence on the demand for police services. A growing population, additional recreational attractions and promotion, increased traffic volumes, expanded City limits, and new businesses increase the importance of maintaining and supporting law enforcement services. Served by a full-time police department, the City Police department employees, one full time Chief of Police, four officers and seven reserve officers. Currently, the City police department has verbal reciprocal agreements with the Canyon County Sheriff and the State Police and provides polices services in the cities of Greenleaf, Wilder and Notus The department currently has five (5) vehicles, five patrol cars and two bicycles. In 2003, the city of Parma Police Department moved to their own facility.
FIRE PROTECTION

Fire protection is an important public service. Parma has a volunteer fire department, funded by the Parma Area Rural Fire District. The District's coverage area is the Parma Fire District, (see map 8) and they also have reciprocal agreements with Canyon and Malheur Counties. The District has fourteen (14) volunteers and two trucks, two pumpers, which can hold 1700 and 3000 gallons of water and one rescue truck, with a 500-gallon tank. The department is well-equipped, and its volunteer staff is highly trained. Response times to emergencies is excellent.

EMERGENCY MEDICAL SERVICE

EMS is provided by the Parma Rural Fire & Ambulance District. EMS services are provided to the citizens of Parma as well as the surrounding area. Currently, the department has twelve volunteers and two ambulances. The department is credited with many patient "saves." The department is in direct contact in any emergency situation with the Boise-based Life-Flight med-vac helicopter should more than immediate care be needed. In addition, there is a joint agreement with the Canyon County Ambulance Service.

PUBLIC WORKS - is responsible for all aspects of engineering, storm drainage, airport operations, water works, wastewater and the maintenance of all of the public streets and rights-of-way.

WATER SYSTEM (SEE MAP 9):

1. The City of Parma operates a water system in a single pressure zone providing pressures of 35 to 60 pounds per square inch. Residents use water both for potable consumption and for residential irrigation. Annual water consumption patterns have not been fully established since the new system of usage-based rates and metered water was only brought on-line in January 2002.

2. In 1956, a 150,000 gallon storage tank was constructed. Since then, it has been maintained and repainted at least twice. It is an integral part of the pressure control system.

3. A design report entitled *City of Parma, Idaho Water System Improvements* was prepared by Holladay Engineering Co. in 1999 identifying immediate and long term needs for the City. Subsequently, in 2000, a bond was passed allowing nearly $2,000,000 of water system improvements to be planned and designed.
4. In 2001, an additional 600,000 gallon ground-level storage tank with booster pump station was constructed. All controls were updated at that time.

5. The booster pump (with a stand-by power unit) station has the capacity to produce at least 2,500 gallons per minute to provide fire flow to the system. When combined with full well production flow, this provides the City with 3,940 gallons per minute.

6. In 2001, the City undertook a major upgrade to the water distribution system adding over 20,000 feet of new water lines, more than 50 new hydrants, and 730 water meters. The majority of new lines replaced existing aged and undersized lines thereby providing for fire flow in excess of 1,500 gallons per minute to the majority of commercial and residential structures in the City.

7. With the addition of the major 10 inch diameter loop, the City eliminated many of the dead-end lines and has the ability to routinely flush the system to maintain superior water quality.

8. The City has four major supply wells and one well that has been unused due to sand problems. When all four wells are functioning, they combine to produce 1,120 gallons per minute.

9. Each of the City wells is chlorinated to control odor and taste.

10. The City routinely performs testing for public drinking water standards. All tests indicate a supply and delivery system that meet or exceed requirements for a municipal system.

11. All new subdivisions are required to use surface water for irrigation.

**SEWER SYSTEM (SEE MAP 10):**

1. The City of Parma operates its own wastewater collection and treatment system on approximately 30 acres west of the City along Sand Hollow Drain. The collection system consisting of main lines and manholes conforms to Idaho Division of Environmental Quality standards.
2. In 1965, the City constructed a facultative lagoon system for primary treatment of wastewater prior to discharge.

3. In 1988, the City added aeration and a series of four rapid rate infiltration basins to further clean up wastewater before discharge. All lagoon facilities were raised or otherwise modified to protect against flooding. Also, a standby power unit was constructed for the critical lift station that lifts wastewater into the lagoon complex.

4. In 1993, the City conducted an Infiltration and Inflow study that prescribed a list of sewer lines that needed repair or replacement. A large majority of main lines were satisfactory and the several that needed repair or replacements were scheduled and ranked. The study and Facility Plan Amendment, prepared by Holladay Engineering Co. was approved by Idaho Division of Environmental Quality in 1997.

5. In 1999, the City added a new chlorination facility that provides for disinfection of lagoon flow, rapid infiltration basin flow, or a combination of flows. The disinfection system was designed to handle population increases and some combined flows for a twenty-year period. Controls and alarm system were updated.

6. In 2001, the City replaced 2,500 feet of sewer main and constructed new manholes to eliminate a major source of infiltration and inflow into its collection system.

7. The City obtained and operates a pressure sewer jetting machine to allow cleaning and inspection of lines.

8. The City routinely performs testing for compliance with NPDES permit requirements. All tests indicate that the system is capable of being operated within specified permit limits.
STORM WATER DRAINAGE

The existing City of Parma storm drain system can be described by drainage area. South of the railroad tracks there are the remnant of a borrow ditch and culvert system that served to convey water to the live drain ways. Over time much of this system has been filled in; it no longer functions as it was initially designed. The mid-part of town primarily drains along curbs and gutters into a central collection system that was installed on the highway by the Idaho Transportation Department. Storm water that does not go to this system has often been redirected from roofs into the sanitary sewer system. There are also several localized pipes serving specific properties but the City has little information on their discharge points. The north part of town, either with or without curb and gutter, has historically drained along streets into drain ditches or just percolated into the ground.

A cursory investigation defined a storm drain trunk line that could serve most of the downtown area and much of the slope area from the bench. The cost of the trunk line alone was in the $300,000 range and was thought by the council to be prohibitively expensive. However, if such a system were constructed including the necessary laterals, it could eliminate much of the Inflow/Infiltration from the wastewater treatment facility. A systematic plan for the City of Parma has not been prepared. However, with the advent of additional regulations governing the disposal of storm water, it would be prudent for the City to budget funds for such a plan.

A number of Cities in the area are considering establishment of a separate enterprise fund to make Storm Water another of the infrastructure enterprises. This is being anticipated as a result of new federal regulations on water quality and discharge under the Clean Water Act. Several models exist for this undertaking and would be reviewed before adoption.

LIBRARY

The Parma District Library is located within the City limits. The Library currently has almost 18,000 volumes, with separate children and adult reading areas, as well as internet access. The Library operation is overseen by a five (5) member Board of Trustees. Each is appointed to a five-year term with a Parma City Council member serving as a liaison to the Board. The Library building is ADA accessible and meets current building code standards. There is also an IDAHO WORKS STATION with three computers.
SENIOR CENTER

The Parma Senior Center is located at Fisk and 8th streets. The center is open three (3) days a week providing meals and activities for senior and for other community special events. The 6,000 square foot building has a full kitchen and restrooms and is ADA accessible and has the capacity for 200 people. The Senior Center also has one ADA compatible 12 + 2 passengers; 202 model bus.

PARMA AIRPORT

The Parma Airport was created with acquisition of approximately 20 acres from Archie C. and Grace M. Tuttle, December 29, 1944, approximately 7 acres from Lester Yeakel and approximately 2 acres from Z. and Aabji Davidson, January 6, 1945 and 7.5 acres from J. R. Simplot Company, February 22, 2002. This and today makes up the majority of the Airport’s property.

The Parma Airport is located on the southeast side of Parma, south of the Union Pacific Railroad Main Line on 37 acres owned by the City. The airport elevation is 2228.1 feet MLS. The airport has a single runway (Runway 12/30) which is 2700 feet long and has and has a paved width of 50 feet.

There are six tiedown spaces available and four hangers. All are currently occupied and in good condition. The tiedowns are located at midfield, north of the runway. There is water, sewer, telephone and electricity available at the airport. Access to the airport from Parma is along Sand and Airport Roads. Airport Road runs along the north side of the airport and provides access to the hangers and tiedowns. There is a dirt road that runs along the airports south boundary line and provides access to the wind cone. Both roads are secured by locked gates.

OTHER SERVICES AND UTILITIES

ELECTRICITY

Idaho Power provides electrical services throughout the City and Area of Impact. The provision of electrical service by Idaho Power is subject to regulation by the Idaho Public Utilities Commission (IPUC) and electric facilities cannot be utilized to separate urban growth areas from rural areas.
GAS

Intermountain Gas is the regional provider for the City of Parma.

SOLID WASTE

The city is served by two private contractors, Fox and Westtown, who provides household and business trash services. This service is not required. Private citizens can transport their own solid waste to the County waste site located 37 miles from Parma at Pickle Butte.

TELEPHONE, TELECOMMUNICATIONS AND CABLE

Local telephone service is provided by Frontier Communications, with long distance services provided by whomever the individual desire. Computer networking, teleconferencing, telecommuting, internet and wireless communications are rapidly becoming available to the area.

CEMETERY

The cemetery, funded through a cemetery district, is located west of the community on a parcel of land approximately three acres and is managed by a Cemetery Board of Directors. The Board is considering the expansion of the site.

HEALTH SERVICES

Parma has a clinic located at 302 Grove Street and is affiliated with the West Valley Medical Center located in Caldwell it is a private, for-profit facility. It has a full time nurse practitioner and offers general practitioner and minor emergency services.

GOAL:  Plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development.
OBJECTIVES:

1. Encourage the reduction of overlapping service areas and/or illogical service boundaries. Strive for continued cooperation between service and utility providers and the City.

2. Strive to prevent criminal activity and reduce the incidence of crime.

3. Encourage a high standard of fire protection and emergency services.

4. Encourage library services that meet the community needs.

5. Maintain a high standard for the delivery of law enforcement services and evaluate the quality of police service and programs on a periodic basis.

POLICIES:

1. A Comprehensive Capital Improvement Program shall be developed to assist decision makers to guide capital investments, make the best use of limited resources and provide community facilities that function well and contribute to the attractiveness, public health and safety of the City.

2. New developments should provide emergency access points.

3. Encourage fire support systems on private land and the cooperation of such systems with Parma.

4. Investigate alternative financing approaches to reduce a tax burden and provide quality public utilities and services.
5. Capital improvement programming is a multi-year scheduling of public improvements based on studies of available fiscal resources and the choice of specific improvements. It is enacted as a guideline for spending and each year a capital improvement budget may be authorized by ordinance.

6. Review and update city sewer and water system plans.

7. Develop a storm water master plan.

8. Pave and upgrade local roads.

9. Upgrade local telecommunication system; internet and fiber optics

10. Expand library hours, hire part time staff and put the library on-line with the Western Interlibrary Network.

11. Encourage the development of a recycling program.

12. Adequate on-site construction should be provided by developers for connection to the municipal water and sewer systems. Responsibility for providing other utilities such as power, gas, telephone, cable TV, and street-lights should also be the developers.
SEWER MAP
CHAPTER TEN - PARKS AND RECREATION

Parma is located at the western end of the Boise River valley just a few miles from the confluence of the Boise and Snake Rivers. The Boise River flows just one mile south of the city center and offers locals year-round outdoor recreation including fishing and duck and goose hunting. The Lower Boise (the portion of the river nearest Parma) is also becoming known as a scenic canoe stream.

Parma has five, well-maintained tree-filled parks that are equipped with barbecue pits, picnic tables, shelters, water, restrooms and playgrounds. One of the two parks features full RV hookups, showers and restroom facilities. There is also an updated RV dump station. Another is the site of the city’s Olympic sized swimming pool. The parks serve as the centers of activities for Parma’s annual Old Fort Boise Days celebration. Two smaller parks offer shade benches areas ideal for small family outings. The newest park contains basketball, skateboard and in-line skate areas as well as lawn and trees.

A appealing, livable community requires more than an orderly pattern of development. A balanced, healthy environment also requires parks, open spaces and ample opportunities for indoor and outdoor leisure activities. In addition, the community should be attractive so people enjoy and have pride in their surroundings. An important aspect of appearance is the way in which natural growth and landscaping provides a framework for man-made improvements.

In many instances, recreational facilities located within the city also serve residents in the surrounding area. Likewise, recreation areas outside the city serve more than just those living outside the city. The city’s provide facilities such as community parks, ball fields, a swimming pools and golf courses. The area outside the city provides recreation such as hiking, camping, fishing and boating. Residents consider parks and recreation facilities to be significant factors contributing to their overall quality of life. Growth in and around Parma during the last decade has placed additional demands on the city for new recreation facilities and projections anticipate continued growth. Providing park and recreation facilities requires not only maintenance of the current facilities, but the acquisition and development of new land and facilities.

The area is the center for organized youth recreation programs. The winter months see local youngsters participating in Youth Basketball and Panther Power Youth Wrestling. In the spring, the city sponsors boys’ baseball and girls’ softball programs and during
the summer months the city’s pool staff offers certified swimming instruction and tennis classes are made available to children and adults in town. Plans are underway for the inception of a city soccer league.

Because of its location and history, Parma has a lot to offer its residents in the area of recreational opportunities.

During the summer months, golfers can take advantage of any of several public courses, all within less than an hour’s drive. Water skiers are only 45 minutes away from Owyhee Reservoir across the Oregon line to the west or Lake Lowell in Nampa or Lucky Peak Reservoir in Boise.

Water skiing, as well as sailing is available on the Payette Lakes in the resort town of McCall, two hours north of Parma. Along the way, rafting and kayaking is available on any one of several of Idaho’s world-class whitewater rivers (the north, south and main forks of the Payette River, the south fork of the Boise River, and the famous "River of No Return," the Salmon River).

Camping, hiking, mountain biking, fly fishing, and rock climbing are all quickly and easily accessible from the Parma area.

In the fall, Parma itself is the destination of hunters from virtually all over the northwest. Parma’s fields and fence rows are famed among pheasant hunters. Duck and goose hunting along ditchbanks and on the Boise and Snake Rivers is also popular. Local deer hunters have no trouble bagging their annual allotment of game in area fields.

When winter comes, many Parma residents dust off their ski gear and head toward Bogus Basin Ski Area just 75 minutes away (Bogus offers the northwest’s most extensive night skiing facilities) or to Brundage Mountain in McCall. Also nearby (a two-hour drive on Interstate 84) is Anthony Lakes Ski Area near North Powder, Oregon. The famous Sun Valley Ski Area is only 3 ½ hours from Parma.

Locally, Parma offers its annual Old Fort Boise Days celebration, a yearly wild game dinner and several other major cultural events. Many area residents also attend the Canyon County Fair in Caldwell, the Caldwell Night Rodeo and the Snake River Stampede in Nampa. Idaho’s answer to a state fair — The Western Idaho Fair — is staged in August each year in Boise.

Major theatrical productions and concert events are offered regularly in Boise, just a forty minute drive from Parma.
### Existing Parks

<table>
<thead>
<tr>
<th>Park</th>
<th>Size</th>
<th>Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Americas Park</td>
<td>1 Acre</td>
<td>Skate Board Park</td>
</tr>
<tr>
<td>Williams Park</td>
<td>2 Acres</td>
<td>Basketball Court</td>
</tr>
<tr>
<td>City Park</td>
<td>5 Acres</td>
<td>Picnic Area</td>
</tr>
<tr>
<td>Old Fort Boise Park</td>
<td>7 Acres</td>
<td>To be Completed by 2010</td>
</tr>
<tr>
<td>Railroad Park</td>
<td>1/3 Acres</td>
<td>Swimming Pool and Park</td>
</tr>
</tbody>
</table>

### Other Regional Activities

- School District - Tennis Courts, Track, Indoor Gym,
- Boise River - Fishing, Canoe
- Game Reserve - Hunting
- Gun Range - Parma Rod and Gun Club - Private - Target Shooting,
- Hunter Education and Civilian Munition Training
- Golf - River Bend Golf - SW Wilder - Private
  - Purple Sage Golf Course - North of Caldwell - Public

According to national guidelines, it is recommended cities and counties offer both active recreation and passive recreation.

The guidelines are outlined as follows:

**Active Recreation Guidelines**

<table>
<thead>
<tr>
<th>Category</th>
<th>Existing</th>
<th>The Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Parks</td>
<td>2.0 acres/1,000</td>
<td>15.0 acres</td>
</tr>
<tr>
<td>Community Parks</td>
<td>3.5 acres/1,000</td>
<td>-0-</td>
</tr>
<tr>
<td>Regional Parks</td>
<td>15 acres/1,000</td>
<td>-0-</td>
</tr>
</tbody>
</table>
d. Linear Parks (Greenbelt) - 1.3 acres / 1,000

-0- Proposed Greenbelt

e. Tennis - Outdoor Basketball - Other Court Sports - 1.0 acres / 1,000

One Basketball Court
One Skate Board Park
One Tennis Court at the school

f. Swimming, One Pool - 25,000 population

g. Golfing - 1 - 18 Hole Course per 50,000

-0- Within the Region

h. Indoor Recreation Facility - 1 acre / 10,000

-0-

i. Hiking - Camping - Horseback riding - Nature Study - 10 acres / 1,000

-0-

Existing in the surrounding area

Passive Recreation

j. Passive water Sports - Fishing - Rowing - Canoeing - 1 Lake or Lagoon per 25,000 population - Boise and Snake Rivers

k. Picnicking - 4 acres / 1,000 - Fort Boise

l. Hunting and Fishing -

Existing in the surrounding

Planning for parks, playgrounds, and open space should be based on conservation needs, recreation requirements and aesthetics of community design. It is desirable to incorporate required open space into parks and playgrounds. Careful planning of open space enhances public health, safety and welfare. See Map 10 for locations.

GOAL: Provide and encourage the development of parks, open space, trails, and recreation facilities for Parma residents by offering safe and efficient recreation programs and activities that meet needs and desires, while enhancing the appearance and environment through landscaping, trees and open space.
OBJECTIVES:

1. Provide a park system that includes many park types, each offering varied indoor and outdoor
2. Create public recreation opportunities by developing and expanding parks and indoor
   recreational facilities that meet the needs of all citizens.
3. Provide and encourage open space to meet passive and active recreational needs

POLICIES:

1. Encourage the city to develop working relationships with other agencies/entities to develop parks and recreational
   opportunities within and around the community.
2. Encourage the continued development of the greenbelt pathway system.
3. Encourage the City to develop working relationships with other agencies/entities to establish open spaces.
4. Develop partnerships between the City of Parma and the recreational district that meet the needs of all citizens of
   Parma, School District, Canyon County, nonprofit organizations and private parties to acquire and develop lands for
   joint use.
5. Seek to acquire and develop parks through a variety of sources, including but not limited to general taxes, utility
   franchise fees, park impact fees, general obligation, local option tax, public and private partnerships, certificates of
   participation, and private grants and foundations.
6. For cost efficiency, develop multi-use facilities by implementing maintenance agreements.
7. Develop a maintenance and operations manual for the park system.
8. Develop a park master plan to site future parks and open space.

9. As new subdivisions are developed, highways are expanded, or other land use changes occur, the city should use these opportunities to:
   
a. Provide greenways, bicycle paths and pedestrian walkways which will provide access to public parks, schools, commercial development, neighborhoods and places of employment.

   b. Acquire park sites and encourage parks and open space as part of new developments by either donation or placing cash in a park fund.

10. Incorporate bikeways, walkways and other trailways within and outside of the City.

11. To encourage public involvement in park planning and development.

12. To encourage pathway systems that provide interconnectivity of neighborhood, and adjoining areas to meet public needs.

13. To encourage the preservation of open spaces and natural features.

14. Develop a greenbelt way from the City of Caldwell to the city of Parma.

15. Protect and enhance the Boise River and research the possibilities of a greenbelt.

16. Develop a master plan for a 6.4 mile natural trails from Parma to the Fort Boise Monument on the Boise River.

17. Park lands should be accessible for all segments of the community.
CHAPTER ELEVEN - SCHOOL FACILITIES AND PUBLIC TRANSPORTATION

The Parma school district is made up of City of Parma residents and communities that are adjacent to the Parma City limits. Historically, Parma was the home of the area high school and each community had their own Elementary and Junior High facilities. As student populations decreased, these school districts consolidated into the Parma District. Currently, the Parma Joint School District #137 covers approximately 100 square miles in and around Parma (see district map). The school complex is located within the City of Parma, in the northeast part of the community. All school buildings are within the Parma City limits, but 55 to 75 percent of the students live outside of the Parma City limits (see district map). The school complex is located within the city of Parma, in the northeast part of the community. The site is 40 acres in size and consists of an elementary school serving grades K-5, a middle school serving 6-8 and a high school serving grades 9-12. The site also contains the necessary fields, tennis courts, football field and other open areas. The school administration building and transportation facility is also located on the site.

The district’s mission statement is “to provide excellent learning opportunities for all students in an environment that is safe, welcoming and rewarding. To provide the necessary support and encouragement to students, staff, parents and community, so that we can work together in achieving our goals.”

<table>
<thead>
<tr>
<th>Enrollment breakdown</th>
<th>Teacher to Pupil Ratio</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary (K-5)</td>
<td>518</td>
<td>19.5 to 1</td>
</tr>
<tr>
<td>Middle School (6-8)</td>
<td>258</td>
<td>18.7 to 1</td>
</tr>
<tr>
<td>Sr. High (9-12)</td>
<td>270</td>
<td>18 to 1</td>
</tr>
<tr>
<td>Total</td>
<td>1,037</td>
<td>18.9 to 1</td>
</tr>
</tbody>
</table>

The school facilities and transportation element of the comprehensive plan is meant to coordinate efforts of cities and counties, when considering school capacities, facilities, and transportation needs. When new development and subdivisions are reviewed, it is important for the school district to consider the impact on area schools. Questions to be considered by school district, when reviewing new developments are:

- Where is the best location for the new school to accommodate the most students?

- Will the city’s infrastructure (streets, sewer, water) accommodate the school?

- Is the school located in an area of natural future growth?
Will a majority of the students have to be bused?

- Is the area currently developed?

- Are there any special considerations for constructing in this location?

The Parma School District (See District Map 13) is part of the Canyon-Owyhee School Service Area (COSSA). COSSA is a cooperative effort of five small schools in Southwest Idaho, who pool and coordinate efforts in special education program and vocational training to broaden the scope of courses offered by the schools. Current offerings are in health occupations, auto and diesel mechanics, welding and building trades. Fourteen percent of the total school population is served by COSSA. Twelve percent of the High school population is served by the Vocational Education Program. Another service of the COSSA program is the alternative school for 7th to 12th grades.

**GOAL:** The Parma community is dependent upon the quality of education for its citizens. The learning environment for each student shall be safe, functional and one that optimizes and enhances academic, social, emotional and physical development.

**OBJECTIVES**

1. Protect the integrity of school sites and educational functions from incompatible adjacent land uses whenever possible.
   
a. Develop schools that are not only safe and accessible to students, but located and designed to function as focal points for family and community activity.

2. Continue community support of school activities from day to day activities and extra-curricular activities.

3. Continue to build on relationship with the Parma School District.
   
a. Furthering appropriate school and public library relations.

b. Cooperation in school open house and public awareness events

c. Inviting school participation in city events.

d. Urging support of local businesses for extracurricular academic and sports programs of the school.
4. Expand and develop fiber optics services for a distance learning center at the high school.
5. Work to build a residential base that will feed future school enrollment.
6. Provide the ongoing opportunity for the Parma School District to participate in the planning process.

POLICIES:

1. Coordinate with the school district regarding school locations, which will use existing or future city infrastructure.
2. Where appropriate, the city and school district should share facilities.
   a. Continue to develop and maintain a dialogue with the school district to arrange joint use of public facilities
   b. Develop a cooperative program to expand the use of schools, schools land and park by the general public as well as students.
The purpose of this component is intended to establish a balance between development and the conservation of the natural resources and open space. Land in and around the community should be used for the purpose for which it is best suited, as defined by a combination of its natural characteristics, location and the goals of the city. The goals stated in this component are intended to establish a balance between development and the conservation of such natural resources as wildlife, soils, clean water and air.

Natural resources are present which exhibit both opportunities and limitations to human use. The concern relates to the degree that they may allow or discourage certain land uses. The most important ongoing planning challenges, however, is to adequately conserve and balance the natural resources of the City of Parma with population growth and the protection of the lifestyle which makes the city an attractive place to live.

Natural resources are an integral component of this community as it approaches with new development. Due to the rural nature and abundance of natural resources in the Parma area, this is especially true. Parma’s natural resources are mainly waterways, which results in an abundance of wildlife. Geese, waterfowl, migratory birds, beavers, deer and various species of fish are the predominant wildlife in the area. It is important to consider the impact new development might have on the habitat. Areas near Parma where natural species can be observed include the wildlife management areas near the Snake and Boise Rivers.

Within this context, environmental conservation and protection serve many purposes. Conservation can protect the natural environment, such as water aquifers, air quality and wildlife habitats, as well as the quality of the urban environment in the community.

CLIMATE, PRECIPITATION AND TEMPERATURES

Climate

The City of Parma is located approximately 2,228 feet above sea level, and enjoys a mild climate.

Precipitation

Parma has an annual average precipitation of under 10.25 inches. Most of the precipitation occurs during the non-growing season of October to April. The average annual snowfall is 15.0 inches, with killing frosts as early as September and as late as June. There are approximately 184 frost-free days in Parma from April to October. This provides for a relatively long growing season.
Temperatures

Maximum temperatures have reached 98.5 degrees F. However, the average temperature is 92.0 degrees F. during July. Winters are relatively dry with minimum temperatures rarely below 30 degrees F. The average temperature in January is 18.9 degrees F.

TABLE 12: Monthly Climate Summary - Report Period, 11/7/22 to 12/31/01

<table>
<thead>
<tr>
<th></th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
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<tr>
<td>Maximum</td>
<td></td>
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<td></td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td>36.5</td>
<td>44.8</td>
<td>56.1</td>
<td>65.7</td>
<td>74.2</td>
<td>82.0</td>
<td>92.0</td>
<td>90.5</td>
<td>80.1</td>
<td>67.0</td>
<td>49.8</td>
<td>38.8</td>
<td>64.8 f</td>
</tr>
<tr>
<td>Minimum</td>
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</tr>
<tr>
<td></td>
<td>18.9</td>
<td>24.3</td>
<td>29.3</td>
<td>35.7</td>
<td>43.2</td>
<td>49.4</td>
<td>54.3</td>
<td>52.0</td>
<td>43.1</td>
<td>34.3</td>
<td>26.7</td>
<td>21.4</td>
<td>36.1 f</td>
</tr>
<tr>
<td>Precipitation</td>
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<td></td>
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<tr>
<td></td>
<td>1.32</td>
<td>0.95</td>
<td>0.97</td>
<td>0.87</td>
<td>1.03</td>
<td>0.85</td>
<td>0.22</td>
<td>0.37</td>
<td>0.54</td>
<td>0.77</td>
<td>1.15</td>
<td>1.20</td>
<td>10.25 in</td>
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<tr>
<td>Snowfall</td>
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</tr>
<tr>
<td></td>
<td>6.4</td>
<td>2.2</td>
<td>0.6</td>
<td>0.1</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.1</td>
<td>1.4</td>
<td>4.1</td>
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<tr>
<td>Snow Depth</td>
<td></td>
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<td>1</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

Source: Western Regional Climate Center, Parma Experiment Station, Idaho,
LAND CHARACTERISTICS

GEOLOGY

Based upon the Idaho Geology Society’s Geologic Map of the Boise Valley and Adjoining Area, Western Snake River Plain, Idaho, the city of Parma and Areas of City Impact has the following geology. (See Map 14)

a. ALLUVIUM OF BOISE AND SNAKE RIVER (Qa) - Sandy cobble gravel upstream grading to sandy pebble gravel downstream. Mostly channel alluvium of the Boise and Snake rivers, Thickness 6-14 meters (20-40 feet). No pedogenic clay.

b. GRAVEL OF WHITNEY TERRACE (Qwg) - Sandy pebble and cobble gravel. Second terrace above floodplain. Thickness 5-24 meters (16-80 feet); thick to the east. Mantled with 1-2 meters of loess.

c. SANDY SILT OF BONNEVILLE FLOOD SLACK WATER (Qwgs) - Thin Bedded tan silt, silty sand and fine sand 3-6 meters (10-20 feet) thick. Deposited by Bonneville Flood Slack water that flooded valleys to 747 meters (2,450) elevation (O’Conner, 1990). Buries erosion surface of fine-grained Tertiary sediments.

SOILS and SLOPES

Based upon the United States Department of Agriculture Soil Conversation Service, July 1972, the city of Parma and Areas of City Impact has the following soils and slopes. (See Map 15)

a. TURBYFILL FINE SANDY LOAM, 1 to 3 percent slopes (TuB) - This soil is similar to Turbyfill fine sandy loam, 0-1 percent slopes, except that it is underlain by bedrock at a depth of 40 inches in areas southwest of Melba in Canyon County. Runoff is slow to medium and the hazard of erosion from irrigation water or soil blowing is moderate.
b. **NYSSATON SLIT LOAM, 3 to 7 percent slopes (NsC)** - This soil is on low moderate terraces. It is well drained and very deep. Permeability is moderate to the laminated sediments, where it is moderately slow. The available water capacity is more than 7.5 inches. The organic-matter content is low to moderately low and the fertility is high. Runoff is slow and there is little or no erosion hazard.

c. **LETHA FINE SANDY LOAM, strongly saline-alkali, 0 to 1 percent slopes (LtA)** - This soil is on alluvial plains and low river terraces. This soil is deep and moderately well drained. Permeability is slow in the upper part of the underlying material. It is very slow in alkali spots. The available water capacity is 3.75 to 5.0 inches. Runoff is slow or very slow and there is little or no erosion hazards.

d. **OWYHEE SLIT LOAM, 1 to 3 percent slopes, (OwB)** - This soil occurs on low and moderate terraces and has medium runoff and erosion and has slight to moderate hazards in irrigated areas.

e. **MOULTON FINE SANDY LOAM, saline, 0 to 1 percent slopes (MuA)** - This soil is near the edges of drainage ways and undulating areas. It is slightly saline and has few alkali spots.

f. **NYSSATON SLIT LOAM, 7 to 12 percent slopes, eroded (NsD2)** - This soil is on terrace edges and in drainage ways. It is similar to NYSSATON slit loam, 0 to 1 percent, except that several inches of the surface layer have been lost through erosion in most of the acreage and depth strongly calcareous layer of lime accumulation is 6 to 10 inches less. There areas of this soil are generally long and narrow and slopes are 150 to 250 feet long, runoff is rapid and the hazard of water erosion in irrigated areas is very severe.

g. **NYSSATON SLIT LOAM, 1 to 3 percent slopes (NsC)** - Runoff is slow to medium on this soil and erosion is a slight to moderate hazards. Northeast Parma is soil that has a fine sandy loam subsoil. These include soils make up less than 5 percent of the acreage.

Canyon County (Area of City Impact) has a high concentration of acreage of agricultural and range land. As growth continues, agricultural community will be impacted by development.
SANDY SILT OF BONNEVILLE FLOOD SLACK WATER — Thin-bedded tan silt, silty sand, and fine sand 3-6 meters (10-20 feet) thick. Deposited by Bonneville Flood slack water that flooded valleys to 747 meters (2,450 feet) elevation (O'Connor, 1990). Buries gravel of Whitney terrace (Qwg).

GRAVEL OF WHITNEY TERRACE — Sandy pebble and cobble gravel. Second terrace above floodplain. Thickness 5-24 meters (16-80 feet); thickest to the east. Mantled with 1-2 meters of loess.

ALLUVIUM OF BOISE AND SNAKE RIVER — Sandy cobble gravel upstream grading to sandy pebble gravel downstream. Mostly channel alluvium of the Boise and Snake rivers. Thickness 6-14 meters (20-46 feet). No pedogenic clay.
United States Department of Agriculture Soil Conversation Service, July 1972
GOALS: Retain the existing high quality environment for future generations by ensuring that land, air, water and wildlife are not diminished in quality or quantity by future activity by providing a safe living environment for residents, which minimizes the loss of life and property from natural disasters and hazard and protecting natural resources from degradation

OBJECTIVES:

1. Protect and improve natural and man-made waterways
2. Develop partnerships between the city and private industry to plan for future development that utilizes our natural resources at their highest potential without creating undue environmental degradation.
3. Preserve and manage the natural resources of the community for the use and benefit of present and future generations.
4. Preserve natural resources and wildlife habitat.

POLICIES:

1. Develop guidelines and/or regulations that would mitigate any adverse impact to land and water.
2. Identify natural resources and wildlife habitats and develop a program to preserve these areas through public/private partnerships.
3. Encourage development area natural resources in the community designating such as open space.
4. Develop a checklist to review development proposals that will consider the impact to the natural environment and encourage their preservation and use as open space.
Treasure Valley growth has impacted every city within it. Ada and Canyon Counties and cities have in-turn been faced with growth pressures and has had to adapt, in some instances, more effective ordinances to regulate the new demands.

Residential land use patterns include a mixture of residential types and styles. It is important to design, adopt, update, and enforce planning and zoning ordinances to reduce conflicts, insure safety, and maintain the current livability of Parma, but also to allow flexibility so that creative solutions to the housing demands are allowed. In addition, such ordinances should also ensure ease of installation and maintenance of utilities and the provision of fire and police protection. The following is a history of the housing stock in Parma.

**TABLE 13: Units in Structure**

<table>
<thead>
<tr>
<th>Type of Structure</th>
<th>Number of Units</th>
<th>Canyon County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-unit detached</td>
<td>503</td>
<td>na</td>
</tr>
<tr>
<td>1-unit attached</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>2 units</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>3 or 4 units</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>5 to 9 units</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>10-19 units</td>
<td>2 + 1 assisted care facility</td>
<td></td>
</tr>
<tr>
<td>20 or more units</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>Mobile/Manufactured Homes</td>
<td>106</td>
<td></td>
</tr>
<tr>
<td>Boat, RV, van, etc.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>686</td>
<td>47, 965</td>
</tr>
</tbody>
</table>

*Source: U.S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristics*
### TABLE 14: Housing Stock

<table>
<thead>
<tr>
<th>Year Structure Built</th>
<th>City of Parma</th>
<th>Canyon County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999 to March 2000</td>
<td>5</td>
<td>14,828</td>
</tr>
<tr>
<td>1995 to 1990</td>
<td>25</td>
<td>469</td>
</tr>
<tr>
<td>1990 to 1994</td>
<td>7</td>
<td>1,343</td>
</tr>
<tr>
<td>1980 to 1989</td>
<td>45</td>
<td>2,822</td>
</tr>
<tr>
<td>1970 to 1979</td>
<td>186</td>
<td>11,203</td>
</tr>
<tr>
<td>1960 to 1969</td>
<td>81</td>
<td>4,059</td>
</tr>
<tr>
<td>1940 to 1959</td>
<td>199</td>
<td>8,481</td>
</tr>
<tr>
<td>1939 or earlier</td>
<td>139</td>
<td>4,770</td>
</tr>
<tr>
<td>Total</td>
<td>685</td>
<td>37,895</td>
</tr>
</tbody>
</table>

Source: U.S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristics

The majority of the housing stock in Parma – 605 housing units or 88.3 percent of the homes in Parma were built between 1939 (or earlier) to 1980.
### Table 15: Households

<table>
<thead>
<tr>
<th>Households by Type, Occupancy and Tenure</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Households</td>
<td>617</td>
<td>100.0</td>
</tr>
<tr>
<td>Family Households (families)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>With own children under 18 years</td>
<td>454</td>
<td>73.6</td>
</tr>
<tr>
<td>Married-couple family</td>
<td></td>
<td></td>
</tr>
<tr>
<td>With own children under 18 years</td>
<td>372</td>
<td>60.3</td>
</tr>
<tr>
<td>Female Household, no husband present</td>
<td></td>
<td></td>
</tr>
<tr>
<td>With own children under 18 years</td>
<td>186</td>
<td>30.1</td>
</tr>
<tr>
<td>Non-Family Households</td>
<td>163</td>
<td>26.4</td>
</tr>
<tr>
<td>Householder living alone</td>
<td>142</td>
<td>23.0</td>
</tr>
<tr>
<td>Householder 65 years and over</td>
<td>87</td>
<td>14.1</td>
</tr>
<tr>
<td>Households with individuals under 18 years</td>
<td>257</td>
<td>41.7</td>
</tr>
<tr>
<td>Households with individuals 65 years and older</td>
<td>188</td>
<td>30.5</td>
</tr>
</tbody>
</table>

| Households by Occupancy                |        |         |
| Average Household Size                 | 2.85   | X       |
| Average Family Size                    | 3.41   | X       |

| Households Tenure                     |        |         |
| Total Occupied housing units           | 617    | 100.0   |
| Owner-occupied housing units           | 430    | 69.7    |
| Renter-occupied housing units          | 187    | 30.3    |
| Average household size owner-occupied housing units | 2.83 | X |
| Average family size renter-occupied housing units | 2.69 | X |

The city of Parma's vacancy rate is nearly 1 percent.

Source: U.S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristics
### TABLE 16: Cost As A Percentage of Household Income in 1999

<table>
<thead>
<tr>
<th>Cost As A Percentage of Household Income in 1999</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 15.0 percent</td>
<td>137</td>
<td>39.9</td>
</tr>
<tr>
<td>15.0 to 19.9 percent</td>
<td>50</td>
<td>14.6</td>
</tr>
<tr>
<td>20.0 to 24.9 percent</td>
<td>54</td>
<td>15.7</td>
</tr>
<tr>
<td>25.0 to 29.9 percent</td>
<td>36</td>
<td>11.1</td>
</tr>
<tr>
<td>30.0 to 34.9 percent</td>
<td>12</td>
<td>3.6</td>
</tr>
<tr>
<td>35.0 percent or more</td>
<td>60</td>
<td>14.6</td>
</tr>
<tr>
<td>Not computed</td>
<td>2</td>
<td>0.6</td>
</tr>
</tbody>
</table>

**Selected Monthly Owners Cost As A Percentage of Household Income in 1999**

**Gross Rent As A Percentage of Household Income in 1999**

| Less than 15.0 percent                         | 60     | 32.4    |
| 15.0 to 19.9 percent                           | 29     | 15.7    |
| 20.0 to 24.9 percent                           | 21     | 11.4    |
| 25.0 to 29.9 percent                           | 13     | 7.0     |
| 30.0 to 34.9 percent                           | 9      | 4.9     |
| 35.0 percent or more                           | 36     | 20.5    |
| Not computed                                   | 15     | 8.1     |

**In addition, two households lack complete plumbing facilities and 35 household lack telephone services.**

**Source:** U.S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristics
GOAL: Residents of the City of Parma and the City's Area of Impact should have the opportunity to seek housing in a neighborhood of their choice

OBJECTIVES:

1. Maintain and/or improve the quality of housing and residential development.
2. Provide for areas of different residential densities and uses.
3. Encourage residential developments that are well planned.
4. Improve low-income/affordable residential living conditions.
5. Encourage the development of various housing types to meet the needs of the citizens of Parma.
6. Housing policies should be developed to assure the upgrading and rehabilitation of homes is encouraged.
7. Encourage the development of affordable housing.

POLICIES:

1. Decent and suitable housing should be available to everyone in cooperation with private efforts to provide adequate housing.
2. When multi-family dwellings are to be located adjacent to single-family dwellings, consideration must be given to the amenities of the single-family uses so that the higher densities will not adversely affect the existing uses.
3. Establish standards concerning the placing of manufactured homes within the City. All manufactured homes proposed for siting should comply with applicable Federal Manufactured Housing Standards.

4. Support such projects as Habitat for Humanity, which can serve to educate and promote community reinvestment in the housing stock.

5. Develop a housing need assessment.

6. Encourage fair and affordable housing.

7. Complete the Analysis of Housing Impediments every five years.

GLOSSARY

DEFINITIONS:

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

Agriculture Land - land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products, or of berries, grain, hay, straw, turf, seed, or livestock and land that has long-term commercial significance for agricultural production.

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

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.

Buffer - An area designed to provide attractive space or distance, obstruct undesirable views or generally reduce the impact of adjacent development.

Capital Improvement Program - A proposed timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost establishments and the anticipated means of financing each project.

Central Business District - The major shopping center within a city usually containing, in addition to retail uses, governmental offices, service uses, professional, cultural, recreational and entertainment establishments and uses, residences, hotels and motels, appropriate industrial activities, and transportation facilities. This area is located within the Downtown area of the City of Parma.
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 - Used interchangeably to speak of the total planning area (verses the city or urban fringe) or an attitude such as “… a sense of community…” which implies a common identification on an issue by a group of citizens.

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 - The ability of different uses to exist in harmony with each other. “Making uses compatible with each other” implies site development standards which regulate the impact of one use on another.

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 state law (§67-6508).

Density - a measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre). Density is useful for establishing a balance between potential service needs and service capacity.

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.

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

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 - “Group Home” means a small homelike facility staffed by qualified professionals, and designed to fit into the neighborhood. The purpose of the facility is to provide living quarters and services for people having a particular disability.

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 carry 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 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.

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

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

Maintain - Support, keep, or continue in an existing state or condition without decline.

Manufactured Home - A double wide structure with a Department of Housing and Urban Development (HUD) label certifying that it was constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974.

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.

Mobile Home - A single wide structure which is constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, intended for human occupancy, which was constructed between January 1, 1962 and June 15, 1976.

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 two 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 vehicle 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 a motor vehicle which is located on a dedicated street right-of-way.

Open Space - Any parcel of land or water essentially unimproved and set aside, dedicated, or reserved for public use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

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

Planning Period - The period of time between 1999 and the year 2020 pertaining to the comprehensive plan.

Planned Unit Development (PUD) - An area of a minimum contiguous size, as specified by ordinance, to be planned and developed as a single entity and containing one or more residential clusters; appropriate commercial, public or quasi-public uses may be included if such uses are primarily for the benefit of the residential development.

Policy - A decision-making guideline for actions to be taken in achieving goals. The policy is the official position of the City of Parma 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.

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.

Right-of-Way (ROW) - The lines that form the boundaries of a right-of-way.

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.

Street, Arterial - A street, which functions primarily to move large volumes of traffic and secondarily to provide access to abutting property. It is usually a continuous thoroughfare which connects major traffic generators. Curb cut, driveway and other regulations control access to adjacent properties.

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 - A street, which is intended solely for access to adjacent properties within local areas.

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.

Study Area - That area within the proposed area of impact boundary.

Subdivision Ordinance -

Transfer 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.

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 of Parma utilities.

Urbanization - Process of converting land from rural to urban.

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.

Zone - The smallest geographically designated area for analysis of land use activity. An area or region set apart from its surroundings by some characteristic.

Zoning Map - The maps, which are a part of the zoning ordinance, and delineate the boundaries of zone
districts.