Advisory Committee-Planning & Zoning Commission

ADMIN DRAFT - March 2026

Comprehensive Plan

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ACKNOWLEDGEMENTS

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Acronyms Used

AHM – All-Hazard Mitigation

BLM – Bureau of Land Management

BOCC – Board of County Commissioners

CAFO - Confined Animal Feeding Operations

CDH – Central District Health

CFM – Certified Floodplain Management

DEQ – Department of Environmental Quality

EMA – Elmore County Emergency Management Agency

FS – Forest Service

IDFG - Idaho Department of Fish and Game

IDL - Idaho Department of Lands

IDWR – Idaho Department of Water Resources

ITD – Idaho Transportation Department

LLUPA - Idaho Local Land Use Planning Act

LUBD – Land Use and Building Department

MHAFB – Mountain Home Air Force Base

NCA – National Conservation Area

PZC – Planning and Zoning Commission

USFS - U.S. Forest Service

USFWS - U.S. Fish and Wildlife Service

WUI – Wildfire (or Wildland) Urban Interface

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Chapter I

Planning Context and Framework

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Planning Context and Framework

County Setting and Overview

As depicted in **Figure 1**, Elmore County (County) is located in southern Idaho between Ada and Twin Falls counties and is traversed by the Interstate 84 (I-84) corridor, which serves as the County's primary transportation and economic spine. The County encompasses approximately 3,101 square miles, making it the sixth largest county in Idaho by land area. Much of Elmore County is characterized by open rangeland, agricultural lands, and public lands managed by federal agencies, with population and development concentrated primarily along the I-84 corridor and in and around the City of Mountain Home.

In 2024, Elmore County ranked 13th in population among Idaho counties, with approximately 29,000 residents. The County's population is anchored by the City of Mountain Home and Mountain Home Air Force Base, which together represent the primary population center, employment base, and provider of urban services. Outside of this area, development patterns are generally rural in nature, consisting of agricultural operations, dispersed residential uses, and resource-based activities. These geographic and demographic characteristics shape land use patterns, infrastructure needs, and growth dynamics throughout the County and provide important context for this Comprehensive Plan.

Growth Trends and Emerging Development Patterns

Envision Elmore County Comprehensive Plan represents an update to the County's 2014 Comprehensive Plan and reflects changing growth patterns and development pressures experienced over the past decade. During this period, Elmore County has experienced steady population growth as well as increased interest in development, driven by regional economic expansion along the I-84 corridor. The County has also received unanticipated large-scale development proposals, including utility-scale renewable energy projects, tribal economic development initiatives, and mixed-use planned communities, many of which have unique infrastructure, land use, and service demands.

In addition to large-scale proposals, the County has processed a broad range of small and medium size land division and development applications across both urbanizing and rural areas. Development activity rose in recent years as economic conditions and housing demand shifted to rural communities, particularly during and following the COVID-19 pandemic. Collectively, these trends underscore the need for an updated Comprehensive Plan that provides clear policy guidance, supports coordinated infrastructure planning, and balances growth with the protection of rural character and natural resources.

Statutory Authority and Purpose of the Comprehensive Plan

Idaho Code Section 67-6508 requires local governments to prepare, implement, review, and periodically update a comprehensive plan, covering all land within the jurisdiction of the governing board. The Comprehensive Plan serves as a land use and policy framework supported by maps, charts, and reports, and is based on an evaluation of previous and existing conditions, demographic and socioeconomic data including population forecasts, and community goals for future development within 18 components listed below. Idaho Code further requires that the Comprehensive Plan development process be open and participatory, ensuring that the Comprehensive Plan reflects the issues, values, and priorities of residents, property and business owners, and other community stakeholders.

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

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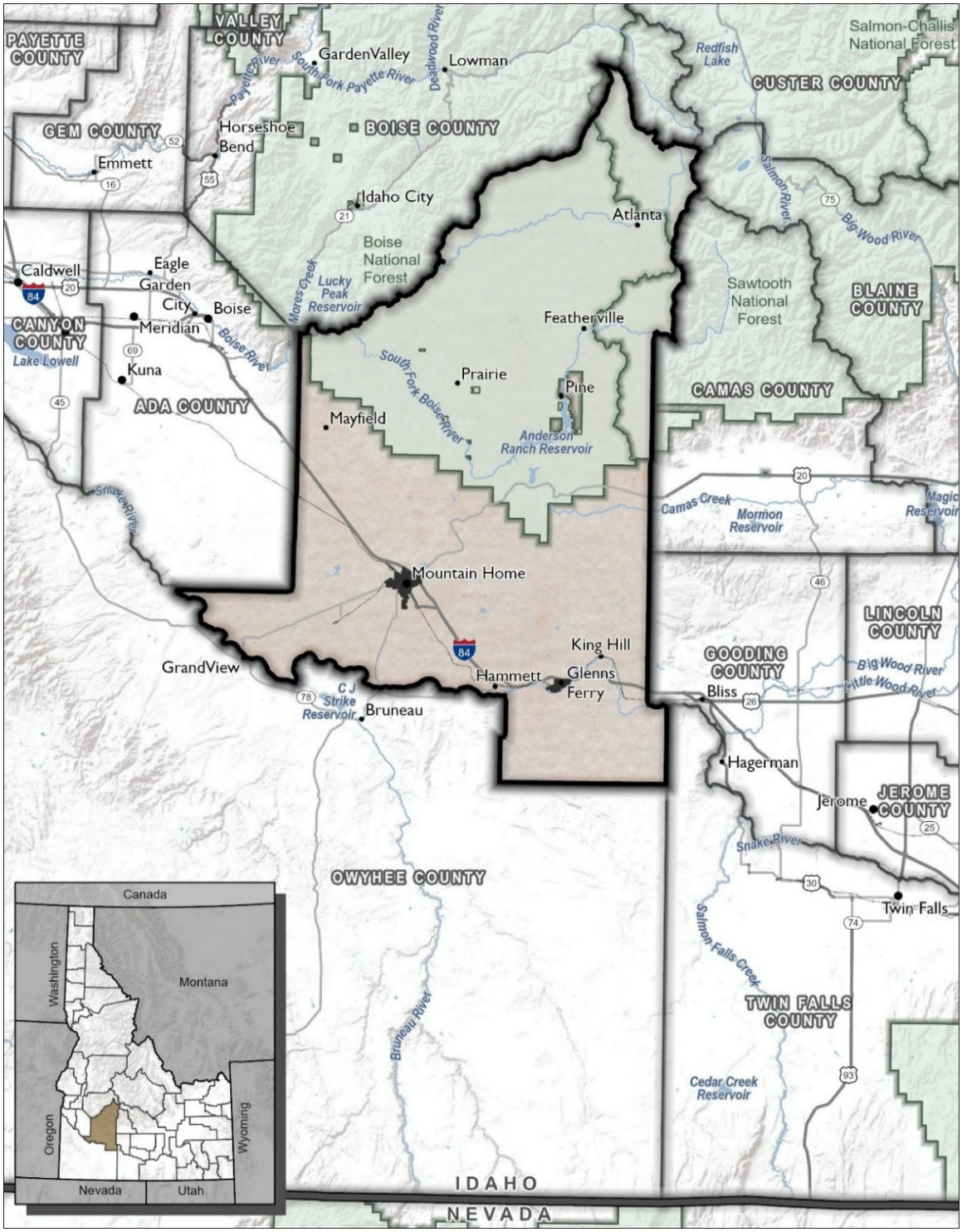
Figure 1: Vicinity Map



Relevant Plans and Current Efforts

Land use decisions in Elmore County occur within a broader planning context shaped by adopted plans and policies at the local, regional, state, and federal levels. The relevant plans summarized in **Table 1** address topics such as transportation, water resources, public facilities, natural resources, economic development, and public lands management, all of which influence growth and development within the County. While not all of these plans are adopted by Elmore County, they provide important context for understanding infrastructure investments, regulatory frameworks, and inter-jurisdictional considerations. The County may consider relevant provisions of these plans when making land use decisions or updating this Comprehensive Plan in order to promote coordination, consistency, and informed decision-making.

Table 1 Relevant Plans List

Plan Name	Jurisdiction	Description
Elmore County Comprehensive Plan (2014)	Elmore County (Local)	The 2014 Elmore County Comprehensive Plan provided the initial review materials for the comprehensive plan update. This document provided the background and history portion for the new Comprehensive Plan update. Information regarding existing conditions was updated; new goals and objectives were created based on guidance provided in the 2014 plan.
Elmore County Multi-Hazard Mitigation Plan (2021)	Elmore County (Local)	The Elmore County, Idaho Multi-Hazard Mitigation Plan (MHMP) and the Community Wildfire Protection Plan (CWPP) were updated in 2021. The Elmore County Multi-Hazard Mitigation Plan includes analysis, and mitigation plans for Flood, Earthquake, Landslide, Severe Weather, and Wildland Fire. The Community Wildfire Protection Plan contains additional information on preparing for and managing wildfire risk. The information related to hazardous areas and natural resources was reviewed and utilized in this Comprehensive Plan update.
City of Mountain Home Comprehensive Plan (2020)	City of Mountain Home (Local)	Mountain Home is the County seat and has many of the larger public services such as medical facilities, school districts, and county offices. The information provided in this plan helped with the assessment of resources within the Western region of the County and used in policy development of this Plan.
City of Mountain Home Master Pathway Plan (2021)	City of Mountain Home (Local)	This plan identifies the importance of pathways and active transportation. The information provided in this plan gave insight into the recreational facilities located within and adjacent to the Mountain Home area of Elmore County.
City of Glenns Ferry Comprehensive Plan (2019)	City of Glenns Ferry (Local)	Adopted on October 8, 2013, and amended September 24, 2019, the Glenns Ferry Comprehensive Plan provided a wealth of information for the eastern portion of Elmore County and helped align goals that better suited the population. The City of Glenns Ferry is currently in the process of updating their plan.

Plan Name	Jurisdiction	Description
Idaho Local Land Use Planning Act (LLUPA), Idaho Code §67-6501 et seq.	Idaho Legislature (State Statute)	The LLUPA is a statutory basis requiring counties (including Elmore) to prepare, implement, and update comprehensive plans. It outlines required plan components, promotes coordinated planning, and establishes minimum standards for land use planning in Idaho counties and cities. Elmore County's comprehensive plan must comply with this Act.
Idaho Fish and Game Wildlife Management Plans (various species plans)	Idaho Department of Fish and Game (State)	These statewide wildlife management plans set goals and strategies for managing specific wildlife populations and habitats. Within Elmore County, management objectives (e.g., for big game, predators, or upland game) inform local land use planning by identifying habitat priorities and guiding compatible land use practices that consider wildlife conservation. These plans have guided objectives, policies, and implementation priorities of this comprehensive plan.
Idaho Transportation Plans (Statewide Transportation Plan, Rail Plan Drafts) (ongoing)	Idaho Transportation Department (State)	State transportation planning documents (including updates to the Statewide Rail Plan) provide strategic direction for transportation infrastructure that crosses Elmore County. These plans impact land use by setting priorities for highway, rail, and multimodal investments, freight access, and connectivity that influence growth and development patterns. Their importance is recognized in the objectives and policies of this Plan.
Idaho Department of Water Resources Water Rights & Planning Policies (ongoing)	Idaho Department of Water Resources (State)	The Idaho Department of Water Resources (IDWR) administers water right appropriation and planning. Water rights and permit systems govern availability and use of surface and groundwater, directly affecting irrigation, development feasibility, and land use decisions that depend on water availability in Elmore County. As required in Idaho Code 67-6508, these plans and their implementation practices have guided objectives, policies, and implementation priorities of this Comprehensive Plan.
Groundwater Management Areas (ongoing)	Idaho Department of Water Resources (State)	Elmore County contains the Cinder Cone Butte Critical Groundwater Management Area and the Mountain Home Groundwater Management Area, both include special provisions for water appropriation and land use planning considerations. Those considerations are integrated throughout this Comprehensive Plan, but mostly for the West region.
Snake River Birds of Prey National Conservation Area Resource Management Plan (2008)	U.S. Bureau of Land Management (Federal)	A portion of Elmore County is within the Birds of Prey National Conservation Area (NCA). The Snake River Birds of Prey National Conservation Area is managed by the Bureau of Land Management (BLM) under a federally approved Resource Management Plan. The plan provides direction for protecting raptor populations and habitat while allowing compatible multiple uses, including recreation, grazing, and limited development. The plan governs land use and resource management decisions within the designated conservation area portions of Elmore County. The guidance provided in this plan is used to develop Overlay and policies of this Comprehensive Plan.
BLM Four Rivers Field Office Resource Management Plan (2008, as amended 2023)	U.S. Bureau of Land Management (Federal)	The BLM Four Rivers Field Office (FRFO) Approved Resource Management Plan (RMP) provides guidance for managing approximately 783,160 surface acres and 1,173,170 acres of mineral estate, including split estate, in Ada, Adams, Boise, Camas, Canyon, Elmore, Gem, Owyhee, Payette, Valley, and Washington counties.

Plan Name	Jurisdiction	Description
		Coordination for implementation of this plan in Elmore County is identified as a priority of this Comprehensive Plan.
Boise National Forest Plan (2003, as amended 2010)	U.S. Forest Service (Federal)	The U.S. Forest Service manages National Forest lands within Elmore County under the Boise National Forest Land Management Plan. This plan provides long-term guidance for the management of National Forest System lands administered by the Forest Service in Boise, Elmore, and surrounding counties. The Land Management Plan establishes goals, objectives, standards, and guidelines to direct multiple-use management of forest resources, including recreation, watershed protection, wildlife habitat, grazing, timber, and wildfire management. The Boise National Forest Plan serves as the primary policy framework for federal lands under Forest Service jurisdiction within Elmore County and informs coordination with state and local governments, which is clearly recognized in this Comprehensive Plan.
Sawtooth National Recreation Area Management Plan	U.S. Forest Service (Federal)	Portions of northern Elmore County fall within the Sawtooth National Recreation Area, which is managed by the U.S. Forest Service under the Sawtooth National Recreation Area Management Plan. This plan provides direction for recreation, scenic protection, natural resource conservation, grazing, and development limitations within the recreation area, while balancing public access with long-term resource protection all of which have informed this Comprehensive Plan.
Oregon National Historic Trail Comprehensive Management Plan	National Park Service (Federal)	The Oregon National Historic Trail is administered by the National Park Service under a Comprehensive Management Plan that guides preservation, interpretation, and management of trail-related resources. In Elmore County, the plan influences coordination efforts related to historic resources, visitor use, and development activities occurring near the trail corridor, including the Three Island Crossing area of this Comprehensive Plan.
Boise Project and Reservoir Operations Plans	U.S. Bureau of Reclamation (Federal)	The U.S. Bureau of Reclamation manages water infrastructure affecting Elmore County under project-specific operation and management plans. These plans guide reservoir operations, irrigation delivery, flood control, recreation, and environmental compliance for facilities such as Anderson Ranch Reservoir, and influence water availability and land use considerations throughout the County.
Mountain Home Air Force Base Air Installation Compatible Use Zone (AICUZ) Study	U.S. Department of Defense (Federal)	The AICUZ Study provides federal guidance for land use compatibility, safety, and noise considerations surrounding Mountain Home Air Force Base. While not a land management plan, the AICUZ informs local land use planning decisions by identifying compatible development patterns and constraints within areas potentially affected by aircraft operations.
Idaho Joint Land Use Study (JLUS) (2010)	State of Idaho Commerce Department (State)	The State of Idaho Joint Land Use Study (JLUS) was completed through the collaborative efforts of local, state, and federal officials, agency representatives, residents, land owners, business representatives, tribal government, citizens and military leadership from the Idaho National Guard and Mountain Home Air Force Base, with its primary focus on the needs of local jurisdictions to accommodate growth, development and public health and safety, combined with the military's need to sustain and develop military readiness, future missions, and other national defense objectives.

Plan Name	Jurisdiction	Description
Eastern Treasure Valley Electrical Plan (2024)	Idaho Power Company (Local)	The Eastern Treasure Valley Electrical Plan Update focuses on supporting regional growth, community development, and public health and safety while ensuring the long-term reliability, resilience, and capacity of the electrical system. This effort centers on aligning local planning objectives with Idaho Power's need to meet future energy demand, accommodate new substations and transmission corridors, and maintain a reliable power supply for homes, businesses, and critical infrastructure across Southwest Idaho as the region continues to grow and evolve.

The current efforts summarized in **Table 2** discuss current local, regional, state, and federal initiatives that are under way to support growth and development in an environmentally and fiscally sensible manner in the County and region. While not all of these efforts are led or adopted by Elmore County, they also provide important context for the development community to understand the County's involvement in these infrastructure, utility, regulatory, and inter-jurisdictional efforts.

Table 2: Current Efforts List

Plan Name	Jurisdiction	Description
COMPASS Boundary Expansion	Elmore County (Local/Regional)	On January 16, 2026, the Board of County Commissioners agreed to join COMPASS, a metropolitan planning organization, or MPO, currently serving Ada, Canyon, Boise, and Gem Counties. An MPO is a regional planning entity responsible for transportation planning and distribution of federal transportation funds for a designated urbanized area. This initiative is important for development of transportation networks needed to support the Envision Elmore County Comprehensive Plan priorities.
Elmore County RISK MAP (2020-ongoing)	FEMA with IDWR, and Elmore County (Local, State, and Federal)	FEMA provides mapping and mitigation support through a program called Risk MAP, which stands for Risk Mapping, Assessment, and Planning. Elmore County, Idaho was identified and prioritized in 2021 as a potential Risk MAP project area based on community inputs involving a variety of considerations. A major outcome of this process is updated Flood Insurance Rate Maps (FIRMs) along with the identification of projects, funding, training opportunities, and technical assistance that result in hazard mitigation, which is identified as a priority of this Comprehensive Plan.
Simco Training Area (2023)	BLM and Idaho National Guard (Federal, State, Regional, and Local)	The JULS recommended that the County implement additional goals and policies for the Mountain Home Air Force Base and areas in Elmore County that are close to the Camp Orchard training complex. In 2023, the Idaho National Guard (IDNG) expanded its Camp Orchard training complex on approximately 28,430 acres in Elmore County, for providing mission critical maneuver training areas and range facilities for ground and air operations, supporting military training from all Services within the Department of War. This area is

Plan Name	Jurisdiction	Description
		commonly referred to by the IDNG as the Simco Training Area and an important policy consideration for the West region of this Plan as per guidance of IDNG.
Gateway West (ongoing)	Elmore County and Idaho Power (Local/Regional)	Gateway West Transmission Line Project is an interstate line between Wyoming and Idaho to build and operate approximately 1,000 to 1,150 miles of new high-voltage (230kV-500kV) lines. This transmission line will traverse across Elmore County to include a major substation at Mayfield and enable Idaho Power to move energy efficiently across the system or import it from outside our service area.

Public Involvement

Appendix A provides the results of the various public involvement activities associated with the planning process. Working closely with the planning consultants, an Advisory Committee was formed to ensure that various interest groups throughout the County would guide the planning process. The following summarizes the process used to engage the public in the comprehensive planning process.

a) Situational Assessment

The situational assessment occurred at the beginning of the planning process (Summer 2024). One-on-one conversations with key community members were undertaken by the planning consultant team to gather insights on priorities, challenges, and opportunities. The interviews shaped the public involvement strategy, helping to identify key members of the Advisory Committee and incorporating diverse perspectives from individuals who may otherwise not have participated.

b) Bilingual Handout/Website

A website was created in July 2024 with the intention of providing updates and information on the Comprehensive Plan update. The website was regularly updated to provide hearing dates, workshops, agendas, and overall public involvement opportunities during the process. Along with the website, a bilingual handout was created and distributed to the public which described what a Comprehensive Plan is, how the update will affect them, and a general explanation of what the County does.

c) Advisory Committee Meetings

An advisory committee was formed to include community members in the planning process. The purpose of the advisory committee is to provide various opinions and

viewpoints throughout the County. Three advisory committee meetings were held throughout the process as follows:

- The first Advisory Committee meeting, held on September 28, 2024, introduced members to the comprehensive plan process and their role in shaping it. Members reviewed initial planning issues—categorized as Economic, Environmental, and Community—based on feedback from the Situational Assessment. They provided input on issues and addressed concerns using physical maps of Elmore County. Comments from this exercise were compiled and shared with the public during the open house series.
- At the second advisory committee meeting, held on May 14, 2025, the committee members were tasked to work together to develop preliminary goals, objectives, and strategies for the Comprehensive Plan Update, and provide input on a working draft of the Future Land Use Map (FLUM).
- The final advisory committee meeting, held on October 8, 2025, provided an opportunity for the Advisory Committee to review the FLUM and provide guidance and prioritize strategies and policies.

d) Public Open House Series

Three open houses were held in the fall of 2024, one in Pine (October 15), one in Mountain Home and another in Glenns Ferry (October 28). At each of these meetings, public participants were provided with the opportunity to engage in an initial issues assessment activity, where participants were asked to review a list of initial comprehensive planning issues (Economic, Environmental, and Community). Participants were given two tasks: 1) vote on priority issues from the lists of initial issues and 2) identify where the initial issues might be best addressed geographically on a map of Elmore County.

e) Joint Public Workshops

On October 23, 2025 the County hosted a Joint Public Workshop with the Advisory Committee and the Planning and Zoning Commission. The intention of this meeting was to provide an opportunity for the committee, commission and the public to review a working draft of the Comprehensive Plan and provide feedback before the Planning and Zoning Commission meeting. After this workshop, the County decided to evaluate the Comprehensive Plan proposal with assistance of additional technical experts to ensure that Envision Elmore County Comprehensive Plan achieves its desired vision and goals. Three additional Joint Public Workshops were conducted on

the following dates for this evaluation, and the October working draft was revised to a Preliminary Draft, Administrative Draft, and eventually Public Hearing Draft.

- January 15, 2026
- February 12, 2026
- March 12, 20216

f) Public Hearings

Public notice for hearings on the Draft Comprehensive Plan was issued on April 15, 2026, and April 22, 2026, and the Public Hearing Draft Plan was made available on-line and at local repositories. The Planning and Zoning Commission hosted a public hearing on April 30, 2026. During this hearing, the public was able to provide comments and share concerns on the Draft Comprehensive Plan. The Planning and Zoning Commission recommended approval/denial of the plan.

The Board of County Commissioners held a public hearing on _____2026. This hearing was the final decision on the Comprehensive Plan update. The BOCC voted to approve the plan, which was adopted on _____ 2026 by Resolution number XXX.

Comprehensive Plan Structure

This Comprehensive Plan is organized into chapters that build from background information and existing conditions to future vision, goals, objectives, policies, and implementation, consistent with the 18 planning components required by Idaho Code Section 67-6508, as highlighted in the following chapter descriptions. Idaho Code requires that the Comprehensive Plan with maps, charts, and reports be based on the 18 required planning components as they may apply to land use regulations and actions. The Envision Elmore Comprehensive Plan is organized into the following chapters that carry out this state guidance through each chapter of this plan:

Chapter I (Introduction) begins with the County's planning context and framework as well as the purpose of the Comprehensive Plan (refer to **Figure 1**). This discussion is followed by a description of the related plans (refer to **Table 1**) and current efforts (refer to **Table 2**) that guide the development of this Comprehensive Plan, as well as the public involvement process. This chapter also outlines a structure for the Envision Elmore County Comprehensive Plan for its users (refer to **Chart 1**).

Chapter II (Background) describes the County's existing setting, distinct communities, features of the natural and built environment, and a brief history of the County (refer to **Figure 2)**. This chapter also provides additional information on the demographic

composition of the county, and **population** (refer to **Tables 3-5**) projections between 2024-2045 as further outlined in the Socio-Economic Report of this plan.

Chapter III (Elmore County by Region) was developed based on public feedback regarding the variation in the County's natural and built environment as well as economic conditions. Therefore, three County Regions (West, North, and East) were identified to represent these distinct geographic areas (refer to **Figure 3**). This chapter presents a short outline of **Private Property Rights** applicable throughout the County, followed by Existing Conditions and Envision Elmore County for the 18 state-mandated components in these three regions (refer to **Table 6**).

Chapter IV (Vision, Goals, and Objectives) builds upon the existing conditions, trends, and issues identified in Chapters 1 through 3, and outlines the County vision statement along with three core planning goals that implement this vision within the three County Regions. This chapter uses a hierarchical framework that translates the vision and goals into planning objectives of this chapter, followed by the Future Land Use Designations, Countywide and Region-Specific Land Use Map and Overlays, their Policies, and Implementation Priorities of Chapter V.

Chapter V (Land Use Policies and Implementation) presents the Future Land Use Map and Overlays applicable to the three regions (refer to **Figures 4, 5, 6, & 7**), as well as outlines applicable planning objectives and their respective implementation roles and priorities.

Chapter VI (References) lists materials referred to during plan preparation.

Chapter VII (Attachments) lists four adopted Comprehensive Plan attachments that stand on their own merits to provide Comprehensive Plan guidance within a specific geographic area or for a specific purpose:

Attachment 1 - Mayfield Townsite Planned Community

Attachment 2 - Mayfield Springs Planned Community

Attachment 3 - Development Impact Fee Studies and Capital Improvement Plans

Attachment 4 - Existing Condition Maps

Chapter VII (Appendices) presents the following supporting documents used throughout the Comprehensive Plan.

Appendix A – Public Involvement

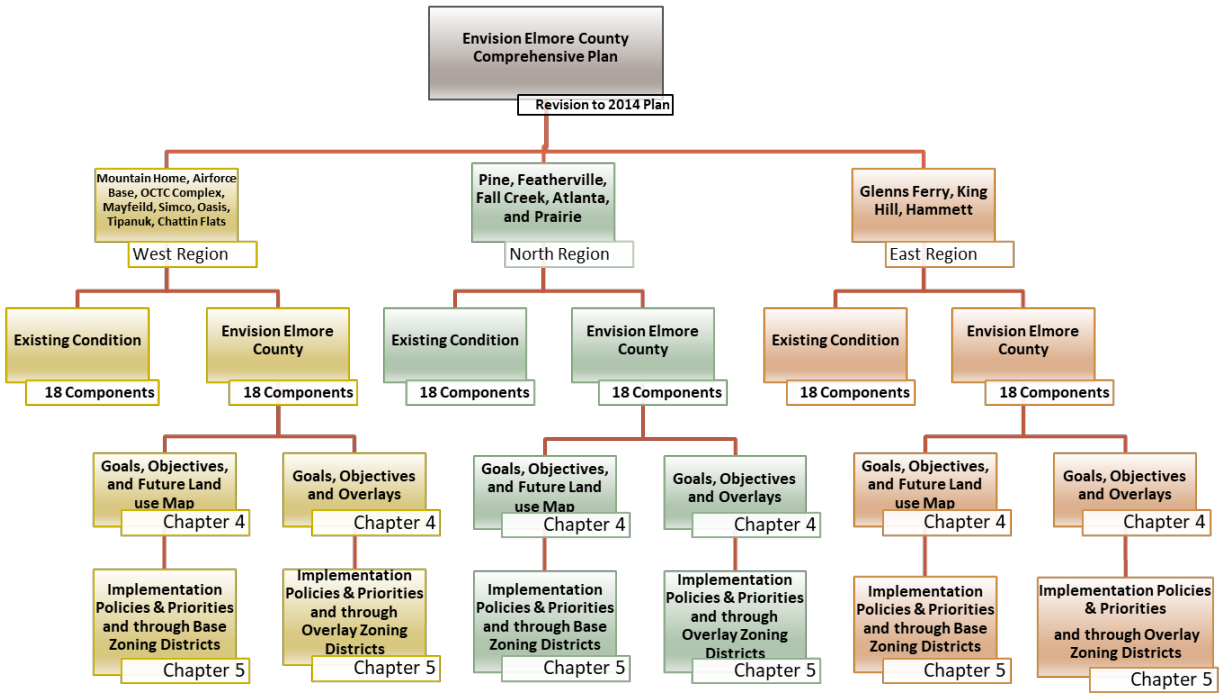
Appendix B – Private Property Rights

Appendix C – Socioeconomic report

Appendix D – Existing Conditions Report

In order to ensure that the County and its stakeholders are able to utilize this plan on day-1 of its adoption without disrupting any current development review activities, the County has decided to process a concurrent Zoning Ordinance Amendment to its map and text. The following Chart 1 explains the Comprehensive Plan structure as discussed above and provides guidance on areas of the Zoning Ordinance that would need to be revised to ensure ease in its immediate implementation.

Chart 1: Envision Elmore County Comprehensive Plan Structure by Chapter



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Chapter II

Background and Demographics

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Background

Elmore County is comprised of a variety of landscapes, with high mountain peaks to the north and flat valley lands to the south. The vast expanse to the north includes forests, mountains and reservoirs around the Boise River and Anderson Dam, flat deserts to the southwest adjoining the Treasure Valley, and irrigated lands on the southeast notably supported by the mighty Snake River. These features attract recreational uses in the north and east, supported by a 1.2 million population in the Treasure and Magic Valleys and draw new growth to unincorporated communities.

Within the County, there are two incorporated cities: the County seat and most populous city (15,979 per 2020 census) is Mountain Home, while Glenns Ferry, the second largest city (1,282 per 2020 census) is situated on the eastern edge of the County near where the Oregon Trail crosses the Snake River. Mountain Home is the current activity hub of the County and is located near the Mountain Home Air Force Base. Glenns Ferry is known for its agricultural history, rural lifestyle, and historic site at Three Island Crossing (refer to **Figure 2**).

Recent residential growth in Elmore County has arrived from the western border driven by housing affordability in Ada County and the approval of Mayfield Springs Planned Community in 2022. The planned community is currently developing with more than 200 residential lots under various stages of construction, alongside the Mayfield Townsite Planned Community that was approved in 2011. Once fully developed these two planned communities could result in over 17,000 new homes around the historic settlement of Mayfield.

Other than Mayfield, the County also includes several distinct unincorporated communities: Pine, Featherville, Atlanta, Hammett, King Hill, Prairie, Tipanuk, Oasis, and Chattin Flats.

- Pine & Featherville: Located in the northern mountainous region of the county, popular for recreation and access to the Anderson Ranch Reservoir.
- Prairie: An area located north of Mountain Home, known for its high-mountain valley scenery.
- Atlanta: A historic mining town situated in the northern part of the county.
- Hammett: A small community located southeast of Mountain Home.
- King Hill: A rural community located near the border with Gooding County along the Snake River.
- Tipanuk: A rural residential area in the western part of the county. The area has a rural feel while being convenient to Mountain Home and Boise via Interstate 84.

- Oasis: A collection of residences in the rolling rangeland of western portion of the County near both Mayfield and Tipanuk.
- Chattin Flats: A rich agricultural area along the Snake River in the far southwestern portion of the County near the Owyhee County community of Grand View.

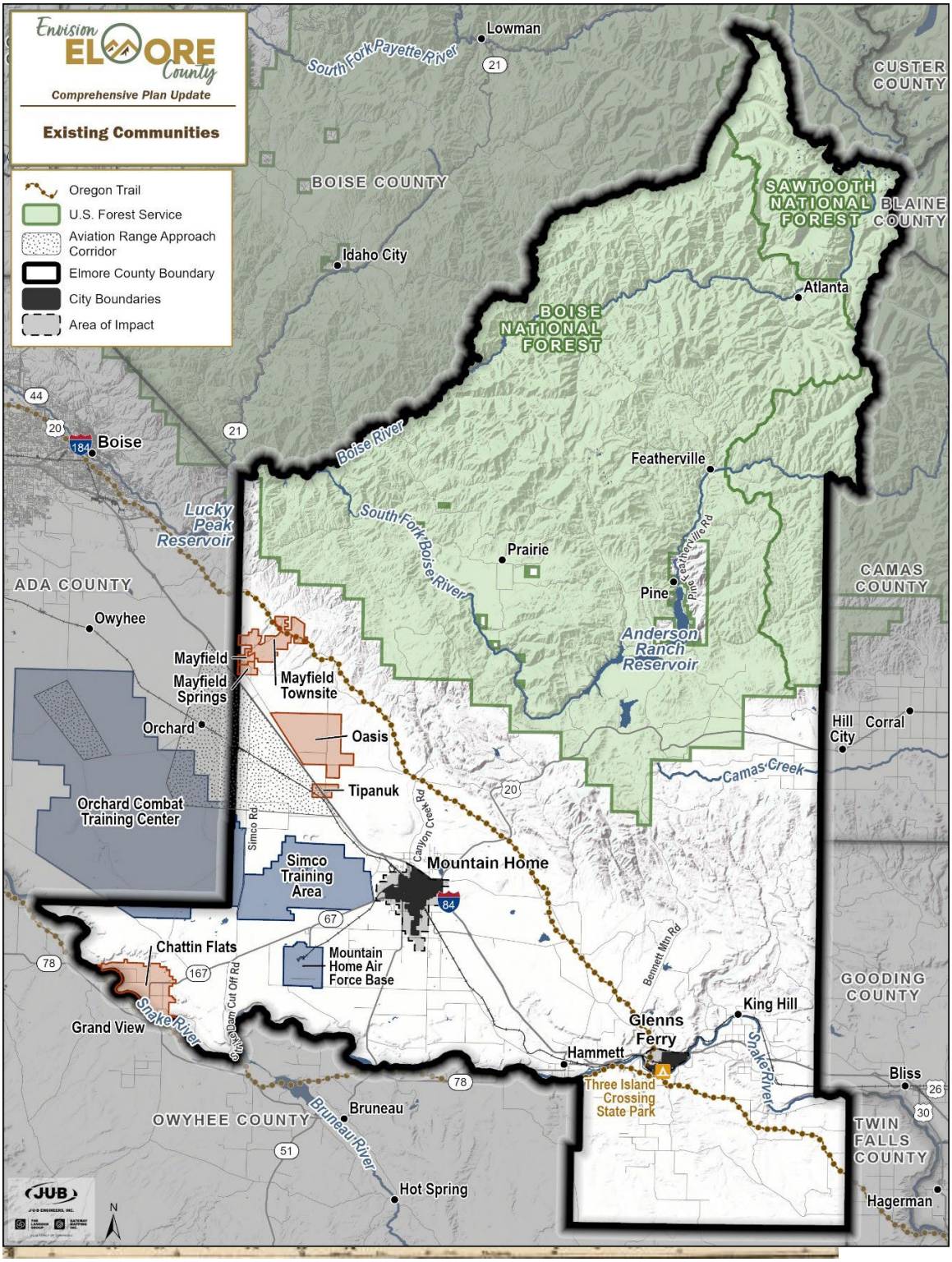
Due to a variety of social, economic, and market forces in the 2020s, the unincorporated communities of the County have experienced exceptional growth compared to prior decades. The unincorporated communities of Hammett and King Hill, as well as the agricultural areas surrounding Glenns Ferry, are witnessing the emergence of tourism-related uses. Pine, Featherville, Prairie, Fall Creek, and Atlanta have seen growth related to increased interest in vacation or second homes near the public land amenities, the Sawtooth National Recreation Area, and the Boise River.

Commercial and industrial uses continue to grow within Elmore County, with a series of large utility-scale solar, wind, and hydro-power generation projects between and near the two incorporated cities, along the I-84 corridor. The Shoshone Bannock Indian Tribe has discussed large commercial/recreational venues including casino near the city of Mountain Home and the Shoshone Paiute Tribe of the Duck Valley has discussed a similar proposal at the western border, both of which are poised to bring new employment opportunities.

This residential growth at the western border is supported by a series of industrial and commercial uses near Simco Road as envisioned in the 2014 Comprehensive Plan. The Idaho National Guard has expanded its Camp Orchard Training Area into Elmore County on approximately 28,430 acres owned by the Bureau of Land Management located east of Simco Road to support the mission critical trainings.

All this growth and development is largely supported by groundwater from Boise and Snake River Basins. Groundwater withdrawals significantly exceed natural and managed recharge. Elmore County is estimated to pump approximately 80,000 acre-feet per year from the regional aquifer to serve this growth, while recharging approximately 40,000 acre-feet per year, resulting in a 40,000-acre-foot annual deficit. This groundwater imbalance is a defining existing condition in and represents a primary planning and infrastructure challenge for Elmore County.

Figure 2: Existing Communities



Geographic Setting[1]

Originally, Elmore County was part of the vast Alturas County, which was created by the First Territorial Legislature of Idaho in December 1863. Alturas County included all of the land north of the Snake River from the mouth of the Bruneau River to Little Lost River and as far north as the Sawtooth Mountains (See **Attachment 4**).

In 1889, the last Territorial Legislature of Idaho divided Alturas County, creating several smaller counties, including Elmore County. The first county seat was established in Esmeralda and later moved to Rocky Bar. In 1891, the County Seat was moved to Mountain Home. Several townships were annexed from Owyhee County to Elmore County in 1931. These townships are in the southwestern part of Elmore County, north of the Snake River.

Elmore County is bounded by the North Fork of the Boise River, part of the Sawtooth Mountains, and Boise County to the north. Custer, Blaine, Camas, Gooding, and Twin Falls Counties border on the east boundary. On the southern boundary are the Snake River and Owyhee County, and on the western border is Ada County, Idaho's most populous county. The northern half of the County is mountainous, while the southern portion is part of the Snake River Plain.

Altitudes vary from 2,300 feet south along the Snake River to 10,659 feet in the northern portion of the County. This difference in altitude results in a wide range of climate, from less than 8 inches of moisture in the southern part of the County to an average of 25 inches in the northern regions. Most areas experience dry summers. The temperatures vary from 100 degrees in the south during the summer months to 50 degrees below zero in the northern mountain areas during the winter.

Public land ownership accounts for about 73 percent of the land in Elmore County, while private lands account for about 27 percent (see **Attachment 4**). The magnitude of public lands and the interspersed pattern of private ownership have necessitated close cooperation with federal and state agencies to manage and plan for the County's future. The principal land management agencies active in Elmore County include the Bureau of Land Management

[1] Taken from 2014 Comprehensive Plan

(BLM), U.S. Forest Service (USFS), U.S. Fish and Wildlife Service (USFWS), Idaho Department of Lands (IDL), and the Idaho Department of Fish and Game (IDFG).

Highway districts in Idaho are independent from the County, locally governed entities responsible for the construction, maintenance, and management of local roads, bridges, and public rights-of-way outside of state highway systems. They set speed limits, manage traffic, handle drainage, control noxious weeds, and maintain safety standards within their jurisdiction. Elmore County is served by three independent Highway Districts - Mountain Home, Glenns Ferry, and Atlanta, with their independently elected boards, covering all unincorporated areas (See **Attachment 4**).

Fire districts in Idaho are independent from the County, taxpayer-funded, and voter-governed special-purpose districts responsible for fire suppression, emergency medical services, and fire prevention in rural, unincorporated, and specific municipal areas. Governed by elected boards, they operate under Idaho Code Title 31, Chapter 14, collaborating with state agencies for comprehensive emergency coverage. Elmore County hosts five established Fire Districts that cover less than 1/5 of the unincorporated areas (See **Attachment 4**).

Brief History[2]

Long before the arrival of the Euro-American settlers, the land that would become Elmore County was home to the Shoshoni and Bannock tribes. These nomadic Indigenous people could live year-round along the Snake River, where fish were abundant, and avail themselves of the camas bulbs in the spring in what is still known as the Little Camas Prairie. As chronicled by local historians, the forested areas along the Boise River tributaries were desirable summer locations where they could spend time "teaching their children to hunt, gathering roots and berries and soaking in the hot springs along the riverbanks." [3]

The early 1800s brought fur trappers from John Jacob Astor's Pacific Fur Company, and by the 1840s the Oregon Trail carved a path through the area, with Three Island Crossing near present-day Glenns Ferry serving as a critical stop for thousands of emigrants heading west. Though most pioneers passed through, the region's strategic location and natural resources laid the foundation for future settlement and development

Early accounts of the area tell of gold and silver strikes and of many frustrations. Gold was discovered in 1863 at Rocky Bar and in 1864 at Atlanta. The rugged terrain and the distance that ore had to be hauled made the Atlanta gold expensive. The Rocky Bar/Featherville area

[2]Elmore County 2014 Comprehensive Plan
[3] Elmore County Press

had an easier time getting gold out. The fevered pitch of mining life heightened conflicts among settlers and Native Americans.

In addition to those who stayed on to mine, the first permanent settlements in Elmore County began in 1883 when the Union Pacific Railroad, then called the Oregon Short Line, built its main line across the southern part of the County. The railroad stimulated agriculture, and Elmore County became one of the leading stock-raising counties of Idaho. Sheep herding was a notable enterprise attracting the Basque community to the area in the early 20th century.

Mountain Home, the County seat, was moved from its location on Rattlesnake Creek, where it emerged from the foothills to its present location on the railroad line. It remained a small community until the advent of the Mountain Home Air Force Base in 1942. Mountain Home continued to grow until 1963, when construction was completed on several missile sites within the area. The community has experienced steady growth since 1967.

Glenns Ferry was the railroad town in the County for many years, with the Oregon Short Line Railroad spanning from Granger, Wyoming, to Huntington, Oregon. For generations, it served as a terminal crew change point for the Union Pacific Railroad. In 1964, agricultural development near Glenns Ferry started to take place with the advent of high-lift pumps that could irrigate crops on the high benches south of the Snake River. As agriculture developed, the town became less dependent on the railroad jobs and more dependent on agricultural opportunities.

In the early part of the County's agricultural history, there may have been as many as 150,000 sheep, and more than 2,500 horses grazing in the County. The Snake River Plain was used for winter and spring grazing, while the mountains were used for summer grazing. The sheep industry had declined at the turn of the century and was replaced by an expanding cattle industry. The shift from expansive rangeland grazing to more intensive agricultural methods reflects a broader evolution in livestock production across the region. This transition eventually required clearer regulatory frameworks for concentrated animal operations. In 2003, the County passed Ordinance No. 2003-4, which defined and established regulations for Confined Animal Feeding Operations (CAFOs). The number of CAFOs has varied over time due to changes in operation status, permitting, and regulatory oversight (See **Attachment 4**).

Irrigated agriculture comprises about 150,000 acres in the County today. Potatoes, hay, sugar beets, and beans are the main crops. During the late 90's, Elmore County experienced a significant increase in milk production and commercial dairy operations. The dairy industry is firmly established in the County. Despite a decline in the number of farms and total acreage since 2017, Elmore County's average farm size has remained stable, and its agricultural productivity continues to outperform state averages, with farms generating an average of $2.08M in sales compared to the Idaho average of $476K.

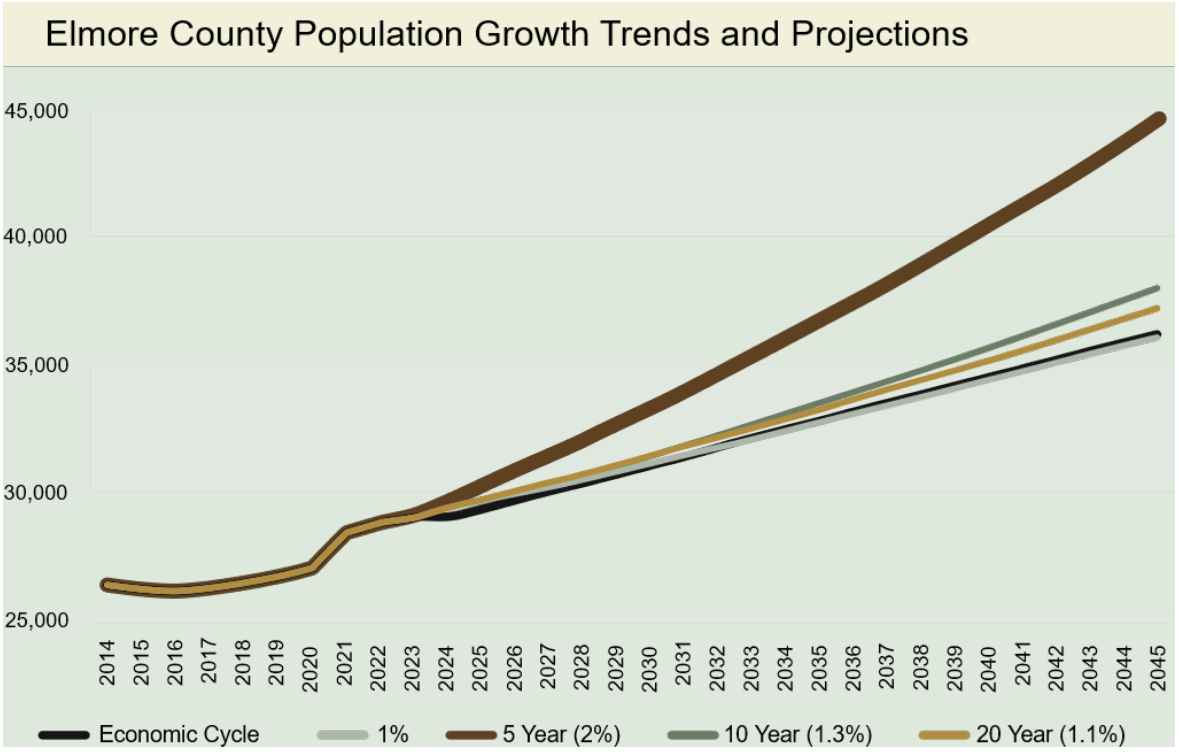
Today, Elmore County's agricultural sector contributes approximately 14 percent of the County's Gross Regional Product (GRP) and ranks 6th in Idaho for total agricultural sales, reflecting the scale and economic importance of agricultural production within the County. Across Elmore County, 284 farms operate on approximately 296,190 acres, with the County ranking 2nd statewide for cattle and calves sold and 5th for livestock and poultry products, underscoring its role as a major center for livestock and dairy production.

Demographics and Forecasts

A socio-economic report was prepared as part of this planning process and is provided as **Appendix C.** The following section summarizes the findings of this report as these trends are essential planning data to ensure infrastructure, housing, and public services that accommodate a growing and diversifying population.

The population of Elmore County has seen a steady increase since the last comprehensive plan update in 2014. As of 2024, the estimated population of Elmore County is 29,000[4] with much of the population residing in Mountain Home. The current 2% growth rate is influenced by a combination of natural increase and in-migration, particularly from nearby urban areas in Treasure and Magic Valleys. Elmore County supports a population density of roughly 10 people per square mile. The Chart below depicts population trends in the County, along with projected population estimates based on five different growth scenarios that align with historical trends.

Chart 2: Elmore County Population Growth Trends Per Five Growth Scenarios



[4] U.S. Census Bureau, 2024 ACS 5-year Estimates

Current Demographics

The median **age** in Elmore County is approximately 32 years old. More than one-quarter of the County residents are younger than 20 years, while two-thirds are younger than 45. Younger generations compose the predominant population composition within the County; the MAHFB is a strong contributor to this phenomenon.

Table 3 : Elmore County Race and Ethnicity

Race	Elmore County	Mountain Home	Glenns Ferry
Population of one race	86.8%	86.3%	90.2%
White alone	74.5%	72.8%	87.9%
Black or African American alone	3.2%	3.5%	0.1%
American Indian and Alaska Native alone	1.2%	1.3%	0.9%
Asian alone	2.8%	3.1%	0.1%
Native Hawaiian and Other Pacific Islander alone	0.4%	0.4%	0.0%
Some Other Race alone	4.7%	5.2%	1.1%
Population of two or more races	13.2%	13.7%	9.8%

Race and Ethnicity in the County is slightly more diverse with one-fourth of the population being non-white. The Hispanic population (18%) is slightly higher than the state average of 14% (See **Table 3**).

Education attainment for individuals aged 25 and older in the population who have attained a bachelor's degree, or a higher level of education has seen growth within the last 10 years from 17% to 21% in 2023.

Income inequality is an issue throughout the County as shown by the income levels being 21% lower than state and 24% lower than the nation. Census data shows that 12.4% of residents county-wide are living in poverty, which has improved recently as the poverty level was approximately 14% in 2018.

Population Projections

Elmore County and Mountain Home have historically shared similar population growth rates, as most county residents live in the Mountain Home Census County District (CCD). Projections suggest this trend will continue, with both expected to grow about 1% annually through 2045. Glenns Ferry is projected to grow 1.8% annually, but its small population means percentage changes can be misleading and may skew regression analyses. The graph below shows the population trends and projections for the County, based on five growth scenarios. The five-year scenario predicts the highest population growth within the County

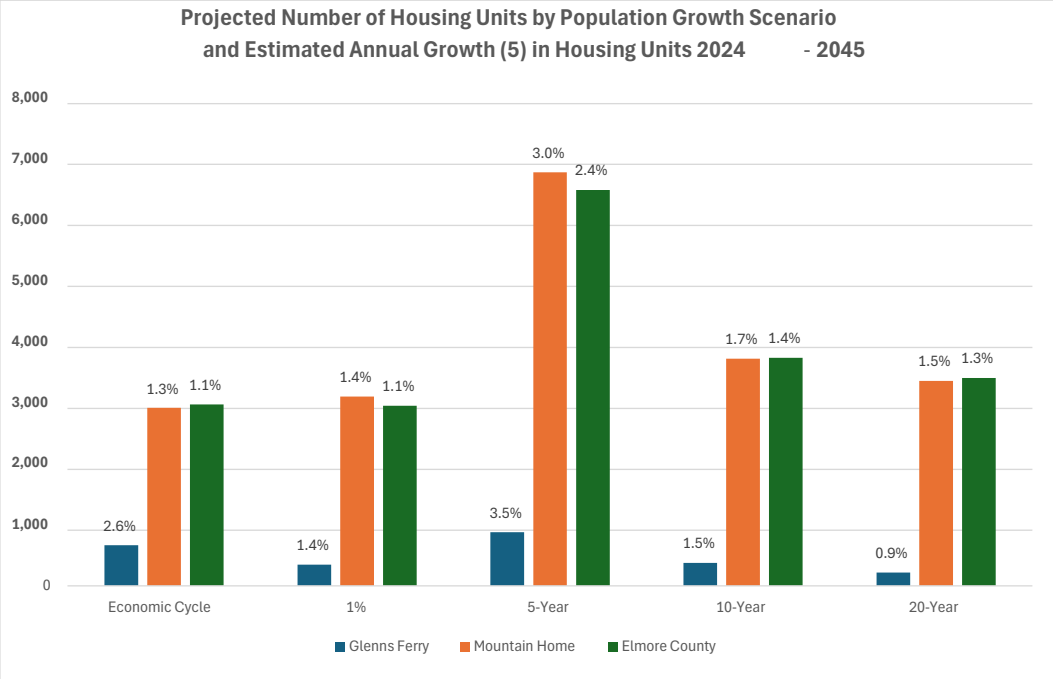
and was selected for planning purposes due to the potential for new populations to settle over time in Mountain Home as well as in the planned communities surrounding Mayfield (See **Table 4 & 5).**

Table 4 : Projected Population by Area

Area	2030	2035	2045
Elmore County	33,000	37,000	44,000
Mountain Home CCD[5]	30,000	33,500	41,000
Glenn's Ferry	3,000	3,400	4,400

Source: Elmore County Socioeconomic Report

Table 5: Projected Number of Housing Units



[5] Population data for this report uses the Mountain Home Census County Division (CCD) rather than the city's "Economic Place" boundary because the CCD captures both the City of Mountain Home and its surrounding unincorporated areas where most of the county's population resides. This provides a more accurate representation of the county's demographic and housing trends, as the CCD encompasses approximately 90% of Elmore County's residents. Additionally, the CCD offers greater data reliability and consistency in U.S. Census estimates, making it the most appropriate geographic unit for countywide planning and policy analysis.

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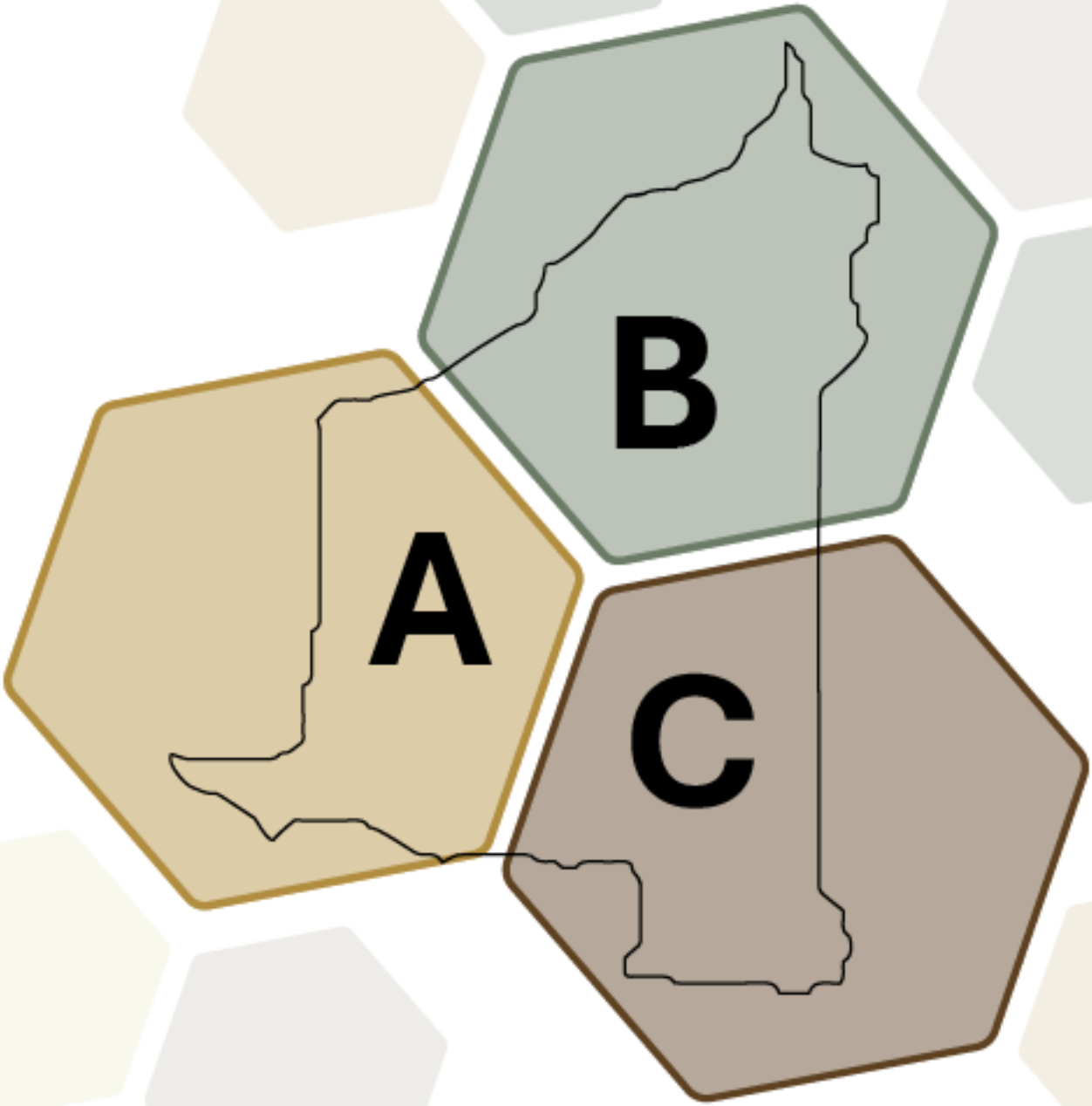

Chapter III

Elmore County By Region

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Countywide - Private Property Rights

The Comprehensive Plan is a long-term policy document used to guide the direction for future growth and development in the County. It includes a guiding vision, goals, objectives, and policies relating to new development, economic activities, and public services in compliance with Idaho State Code section 67-6508. It is a dynamic document, designed to reflect the community vision as well as goals and objectives that recognize changes in technologies, demographics, growth patterns, values, and transportation needs discussed in its various chapters.

Land use issues in Elmore County are unique since the County is so large and geographically diversified. Therefore, the Envision Elmore County Comprehensive Plan, as planned by its stakeholders, utilizes three distinct regions (West, North, and East) to guide future land use decisions in the County (Refer to **Figure 3**). This chapter outlines Existing Conditions and Envision Elmore County considerations that will influence the planning guidance of the following chapters. Chapter III is supported by **Attachment 4** of the plan, which provides a series of maps for the 18 state-mandated components that will be used to guide development review processes in the future (refer to **Table 6**).

Table 6: Compliance with State Code section 67-6508

Required Components Comprehensive Plan per State Code 67-6508	West	East	North
Private Property Rights	☑	☑	☑
Population	☑	☑	☑
School Facilities and Transportation	☑	☑	☑
Economic Development	☑	☑	☑
Land Use	☑	☑	☑
Natural Resources	☑	☑	☑
Hazardous Areas	☑	☑	☑
Public Services, Facilities, and Utilities	☑	☑	☑
Recreation	☑	☑	☑
Special Areas or Sites	☑	☑	☑
Housing	☑	☑	☑
Community Design	☑	☑	☑
Agriculture	☑	☑	☑
National Interest Electric Transmission Corridors	☑	☑	☑
Public Airport Facilities	☑	☑	☑
Implementation	☑	☑	☑
Water Aviability and Quality	☑	☑	☑

It should be noted that Elmore County respects the private property rights of its citizens and will continue to implement policies of this plan and its land use applications to ensure compliance with state regulatory guidelines throughout the County. Idaho Code section 67-6508 also states that a comprehensive plan should have a section on property rights, with an analysis of provisions which may be used to ensure that land use policies, restrictions, conditions, and fees do not violate private property rights, adversely impact property values, or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in title 67, chapter 80, of Idaho Code.

The Envision Elmore County Comprehensive Plan includes recommendations regarding the County vision, goals, objectives, policies, and implementation priorities, including land uses within Elmore County. Therefore, should these result in conflict with property owners' rights during the implementation of this plan, the Office of the Attorney General's checklist for private property rights should be consulted (refer to **Appendix B**).

Figure 3 : Three Region Map

West Region

Existing Conditions

The West Region of Elmore County forms the County's primary growth and economic hub and serves as the main interface with the Treasure Valley and Ada County to the immediate north and west. Anchored by the City of Mountain Home and Mountain Home Air Force Base, the region contains the County's highest concentration of population, employment, infrastructure, and public services, while also encompassing extensive rural lands, agricultural operations, and federally managed lands. The following sections discuss the 18 required components of the Comprehensive Plan that are applicable to the West region.

Land Use, Housing, and Population

Land use in the West Region reflects the greatest diversity and intensity of development in Elmore County. The City of Mountain Home serves as the primary population center and provides housing, commercial and industrial activities, and education and healthcare services for much of the County. Together, Mountain Home and Glenns Ferry (located in the East Region) account for approximately 94 percent of the County's existing housing units, with the remaining housing distributed among smaller outlying communities. Surrounding Mountain Home, land uses transition to lower-density residential development, agricultural lands, industrial areas, and large tracts of federal land. Residential development patterns in the West Region range from urban neighborhoods within Mountain Home to rural residential parcels and large-scale planned communities in unincorporated areas. Housing demand and population centers in the West Region are strongly influenced by Mountain Home Air Force Base, regional employment opportunities, and commuting patterns to and from Ada County.

The West Region includes multiple approved planned community developments near the Ada County line and north of Mountain Home. In 2011, the Mayfield Townsite planned community was approved by the Board of County Commissioners surrounding the historic community of Mayfield along Indian Creek Road and Slater Creek Road to include 14,999 housing units supported by a mixture of commercial and institutional uses (see **Attachment 1**). A preliminary plat for an area within the Mayfield Townsite known as Settlers Springs Village was approved in 2023; however, no construction activities have occurred to date, and a final plat has not yet been submitted. In August 2022, the County approved Mayfield Springs Planned Community, a separate master-planned mixed-use development with 2,325 housing units (see **Attachment 2**). The project has broken ground, with approximately 225 residential lots approved in the Phase 1 & 2 Final Plats. Associated infrastructure is built including a Joint Emergency Response Facility for Fire, Sheriff, and Ambulance District,

Water and Wastewater Treatment Plants, and Private Roads are to serve the residents within the development.

Economic Development and Employment

The West Region contains the highest concentration of employment, industrial, and commercial activity in Elmore County and functions as the County's primary economic hub. Mountain Home Air Force Base (MHAFB), located 12 miles southwest of Mountain Home in Elmore County, Idaho, is the state's only major military installation and a critical economic driver for the region. MHAFB is the single largest employer in Elmore County, significantly supporting local employment, population, and community culture, with an estimated 800 employees. It strongly influences the scale and location of secondary and tertiary commercial, service, and industrial uses throughout the West Region.

The City of Mountain Home serves as the traditional commercial and employment center for the County, providing retail, professional services, healthcare, and government functions that support both incorporated and unincorporated areas. With the planned communities, this center is slowly shifting towards the western border of the County, with existing and proposed large utility scale industrial and commercial developments.

Industrial development in the West Region is generally located near major transportation corridors, particularly I-84 and Simco Road, where access to regional markets and freight movement is most efficient. Simco Road, located near the Ada County line, has emerged as a focal area for industrial land use and development pressure as a result of the 2014 Comprehensive Plan. Existing and approved industrial uses in this area reflect demand for large parcels, proximity to transportation infrastructure, and separation from residential development. Renewable energy facilities and utility-scale commercial and industrial uses also represent a component of the region's employment and industrial landscape, particularly in areas with fewer land use conflicts.

Agriculture remains an important component of the West Region's employment base, although it faces increasing challenges related to land availability, soil quality, and water supply. In 2022, farms and ranches in Elmore County employed approximately 1,663 workers, including operators and producers. Since 2017, total farm employment has declined by approximately 25 percent, along with a 10 percent reduction in the number of producers, while employment of migrant seasonal farm workers and H-2A visa laborers has remained relatively steady.

Public Services, Facilities, and Utilities

The West Region functions as the primary service center for Elmore County. Public services and facilities, including law enforcement, fire protection, emergency medical services, healthcare, education, and solid waste facilities, are largely concentrated in and around the

City of Mountain Home, with service areas extending into surrounding unincorporated communities.

Fire protection and emergency medical services are provided through a combination of city departments, rural fire districts, and regional emergency service providers. Service coverage varies across the West Region, with response times and service capacity influenced by distance, road access, and development patterns. As development extends into more rural areas without fire protection, its service delivery becomes increasingly dependent on coordinated planning, mutual aid agreements, and efficient access to transportation networks.

Educational services in the West Region are provided primarily through Mountain Home School District #193 and Bruneau-Grand View School District #365. While the Bruneau-Grand View School District serves areas within the West Region, all public-school facilities located in the West Region are within the City of Mountain Home. During the 2023–2024 school year, approximately 4,727 students were enrolled countywide, with the majority of students attending schools within the Mountain Home School District.

Post-secondary education opportunities serving West Region residents include College of Western Idaho (CWI) and College of Southern Idaho (CSI), both of which provide regional access to junior college programs. Additionally, Boise State University, Idaho State University, and the University of Idaho offer daytime and evening programs in Boise that are accessible to Elmore County residents. Mountain Home Air Force Base also provides educational courses and training opportunities for military personnel.

Water supply and wastewater infrastructure are critical components of the region's public utilities system and represent one of the most significant constraints on development. Municipal water and sewer services are available within the City of Mountain Home and limited adjacent areas, as well as in the Mayfield Springs Planned Community. Much of the unincorporated West Region relies on individual wells and on-site wastewater systems. Agricultural operations utilize a combination of surface water—primarily from Canyon Creek and the Snake River—and groundwater, with the majority of municipal, industrial, agricultural, and domestic uses dependent on groundwater supplies. All drinking water in the West Region is supplied by groundwater. As discussed in Chapter 2, groundwater withdrawals significantly exceed natural and managed recharge in the West Region as growth and development continue.

Solid waste disposal and transfer facilities serving the West Region are located near major transportation corridors and support both municipal and rural service needs. Other public facilities, including parks, libraries, and government offices, are traditionally located within

Mountain Home, with additional public services being developed within the planned communities in the surrounding area.

Electric Transmission Corridors

Electricity in the West Region is provided by Idaho Power. Idaho Power's 2023–24 Eastern Treasure Valley Electrical Plan Update includes construction of new transmission lines that run north and east to existing infrastructure (refer to **Figure 11**). Idaho Power is significantly expanding its network in the West Region to meet growing energy demands, driven by new residential and commercial growth. Key projects include the proposed 160-acre Peregrine Energy Center for natural gas, expansion of the Bennett Mountain Power Plant, a new Mayfield Substation (near existing 500-kV lines, new 230-kV lines) and Transmission Line Project, and upgrades to the Danskin Substation and multiple other substations to support private energy generation facilities. The Gateway West transmission lines project involves significant high-voltage (500-kV) lines crossing Elmore County. Jointly proposed by Idaho Power and Rocky Mountain Power, the interstate project includes segments (8 and 9) that cross this region to connect the Midpoint substation to the Hemingway substation, aiming to strengthen regional electrical grid reliability.

Transportation

The West Region contains the most developed and heavily used transportation network in Elmore County. The City of Mountain Home serves as the County's primary transportation hub, where Interstate 84, State Highway 20, and State Highway 51 converge. This network provides regional connectivity to the Treasure Valley, eastern Idaho, and southern Idaho and supports commuter travel, freight movement, and access to employment centers.

Interstate 84 is the dominant regional corridor, carrying the highest traffic volumes and supporting long-distance travel and goods movement. State Highway 20 provides a key east–west connection through Mountain Home toward the eastern portion of the County, while State Highway 51 connects Mountain Home to rural communities and agricultural areas to the south.

Union Pacific Railroad currently operates through the County, with intermodal container trains along the Snake River and a Rail Transfer Station in the West Region owned by Republic Services. The West Region also includes the Mountain Home Municipal Airport, which provides general aviation services and supports local and regional air access for business, emergency response, and recreational travel. While the airport is not a commercial passenger facility, it contributes to regional connectivity and serves as an important transportation asset for the City of Mountain Home, Mountain Home Air Force Base, and surrounding communities (refer to **Figure 10**).

Natural Resources/Special Areas & Sites

The West Region of Elmore County contains significant natural resources and ecological assets that are central to the region's environmental health, water supply, and long-term resilience. The region includes a significant aquifer, which provides groundwater for municipal, agricultural, industrial, and domestic uses, including drinking water supplies for the City of Mountain Home and Mountain Home Air Force Base. As part of regional water resilience efforts, Mountain Home Air Force Base is nearing completion of a project to supply the Base with surface water from the Snake River as its primary drinking water source, with groundwater wells maintained for supplemental use. Surface water resources, including the Snake River, Canyon Creek, and other minor creeks, support irrigation, wildlife habitat, and recreational uses.

The region encompasses a variety of landscapes, including riparian corridors, wetlands, reservoirs, sagebrush steppe, and open desert. These landscapes provide habitat for native plant and wildlife species, contribute to groundwater recharge and surface water management, and offer scenic and recreational value. The protection and management of these resources are closely tied to water availability, land use patterns, and environmental quality in the West Region.

Special areas and sites in the West Region include Mountain Home Air Force Base, CJ Strike Reservoir and Dam, and the Snake River Birds of Prey NCA. These areas serve important ecological, recreational, and cultural functions. A comprehensive inventory of special areas and sites is provided in **Appendix D**.

Hazardous Areas

The West Region is subject to a range of natural and human-caused hazards that affect public safety, infrastructure, and natural resources. Wildfire risk is a significant concern, particularly in areas characterized by sagebrush steppe, grasslands, and wildfire-urban interface. Several major wildfires in recent years have affected large portions of the region and threatened communities, infrastructure, and habitat.

Flooding is also a concern in the West Region, particularly along Canyon Creek, where snowmelt, seasonal runoff, and storm events can result in elevated flows and localized flooding. Areas around Mayfield and Mountain Home are susceptible to rapid, high-volume flooding during May, often exacerbated by warm temperatures and rapid snowmelt. Alluvial fans in the Mayfield area are fan-shaped landforms composed of sediments, gravel, and volcanic materials deposited by streams along the base of surrounding highlands, which are not mapped on the FEMA Floodplains and provides a unique environmental review during development review process.

The Northwest Pipeline, operated by Williams, is a major natural gas transmission system crossing Elmore County, Idaho. It is part of a 3,900-mile bi-directional network that transports gas across the Western U.S., featuring specific local infrastructure like the Elmore Delivery Meter Station. Idaho Power has proposed to develop a natural gas-fired power plant and switching station next to this pipeline on 160 acres located along Simco Road to meet growing energy demand in southwestern Idaho.

Solid waste management facilities serving the West Region include the Bennett Road Landfill and Bennett Road Transfer Station, both located adjacent to the City of Mountain Home. Located within the Simco Road District is the former Simco Road Regional Landfill, Idaho's only privately-owned municipal landfill. The region also includes Simco Environmental Industrial Wastewater Evaporation Ponds. These facilities support important waste management demands of southwestern Idaho but also require careful consideration in land use and environmental planning (refer to **Figure 14**).

Agriculture

Much of the land in the West Region is designated for agricultural use; however, not all areas are well suited for intensive crop production. Grazing is the predominant agricultural activity, with Confined Animal Feeding Operations (CAFOs) also present in the region. Crop production is more limited and occurs primarily in areas southeast of Mountain Home and south of Tipanuk, where soil and water availability is more favorable.

Agricultural areas such as Mayfield, Oasis, Chattin Flats, and Tipanuk utilize agricultural zoning and overlay districts to establish development standards and manage land use compatibility. Soil quality limitations and water availability constraints are significant factors affecting agricultural productivity and expansion in the West Region. Long-term groundwater declines and reliance on irrigation influence both the viability of agricultural operations and the conservation of water resources (refer to **Figure 12**).

Recreation

The West Region provides a range of outdoor recreation opportunities closely tied to its natural landscapes and water resources. CJ Strike Reservoir and Dam, located downstream of the Bruneau River confluence near Grand View, supports fishing, boating, camping, hiking, and other recreational activities. The reservoir also plays a role in regional water management and wildlife habitat.

The Snake River Birds of Prey NCA supports wildlife viewing, hiking, and dispersed recreation while protecting important raptor habitat and sensitive landscapes. Although Bruneau Dunes State Park is located outside Elmore County, it is within a short drive of Mountain Home and contributes to regional recreation use, tourism, and visitor activity (refer to **Figure 13**).

Envision Elmore County

The West Region is envisioned to grow in alignment with its actual infrastructure, water, and service capacities. As Elmore County's primary economic driver, this area requires a collaborative approach to overcoming hurdles in water sustainability, transportation networks, and fire protection. This Comprehensive Plan uses the information from the Existing Conditions section and the 18 state-mandated components under Envision Elmore County section below and creates a foundation for the future vision, goals, and objectives for the West region in **Chapter IV**.

In the long term, the West Region is envisioned to remain the economic center of Elmore County, anchored by Mountain Home Air Force Base, the City of Mountain Home, and Planned Communities, as well as access to regional transportation networks. Economic development in the region is expected to continue benefiting from proximity to the Treasure Valley, while also being shaped by local infrastructure capacity, land availability, and long-term water constraints.

Mountain Home Air Force Base is expected to remain a cornerstone of economic stability in the West Region, supporting employment; contracted services; and demand for housing, healthcare, and commercial services. Maintaining land use compatibility with Base operations and supporting long-term mission readiness are expected to remain essential components of regional economic resilience. The City of Mountain Home is envisioned to continue serving as the County's primary commercial and employment center, providing services and employment opportunities for both incorporated and unincorporated areas.

The Mountain Home Municipal Airport is envisioned as a potential future asset for economic diversification and regional partnerships. The City of Mountain Home has expressed interest in evaluating opportunities for airport expansion, which could support additional civilian aviation activity, business development, emergency response capabilities, and collaboration with Mountain Home Air Force Base for compatible military operations.

Future industrial and employment growth in the West Region is envisioned to occur primarily in locations with access to major transportation corridors, including areas near Interstate 84 and Simco Road. Economic activity in the region is also expected to include continued interest in solid waste facilities, data centers, recycling centers, and energy production developments including multiple wind and solar projects proposed on both private and public lands within the West Region. These projects represent an emerging component of the regional economy and highlight the need for coordination with land management agencies as part of long-range economic planning.

In addition, the West Region is experiencing interest from federally recognized Tribes in the development of tribal gaming facilities. The Shoshone Bannock and the Shoshone Paiute

tribes are independently pursuing casino development in separate areas of the region and are currently working through the federal land transfer and trust acquisition process with the Bureau of Indian Affairs. These proposals represent potential future economic activity that would be subject to federal review and intergovernmental coordination.

Transportation infrastructure has huge possibilities with I-84, State Highways, Union Pacific Rail, Snake River, and Mountain Home Airport. Elmore County is committed to supporting the movement of goods, services, and workers across the region with support from the development community and its other regional partners such as COMPASS and VRT. I-84 and state highways, as well as rail access, are expected to become key assets for freight movement, logistics, and workforce mobility, reinforcing the West Region's role within the broader Treasure Valley and State economy. However, the Mountain Home Highway District's lack of participation in the development review process continues to threaten the potential growth and development in this region.

Agriculture is expected to remain an important part of the West Region's economic structure, supported by its integrated production, processing, and distribution systems. Long-term agricultural viability is expected to depend on effective water management, adaptation to resource constraints, and the ability to balance development pressure with the retention of productive agricultural lands.

Recreation is envisioned to continue contributing to economic diversification and quality of life in the West Region. Desert-based recreation, river-oriented activities, and access to public lands are expected to support tourism, local services, and workforce development. Protecting the natural and recreational resources that support these activities is expected to be essential to sustaining their economic contribution over time.

Future development in the West Region is anticipated to occur through a combination of growth within the City of Mountain Home, incremental expansion in unincorporated areas, and phased buildout of approved and future planned communities. Large-scale planned developments, including Mayfield Springs and similar developments, are envisioned to build out over extended time horizons and be coordinated with long-term planning for water supply, transportation systems, public services, and emergency response. Phased development approaches and coordinated infrastructure planning will be critical to ensuring that growth occurs in a sustainable and fiscally responsible manner.

Housing in the West Region is envisioned to include a mix of housing types, densities, and community designs that respond to workforce demand, population growth, and changing household needs. Future housing development should be aligned with infrastructure availability, access to employment and services, and community character. Housing development should also be supported by multimodal transportation systems. Planned

communities are expected to play a critical role in meeting long-term housing demand, while infill and redevelopment within existing developed areas can help support efficient use of infrastructure and services.

Looking ahead, conservation and natural resource planning in the West Region is envisioned to focus on improving long-term water sustainability, protecting sensitive landscapes, and managing natural hazards while accommodating growth pressures and regional economic activity. As the most developed and water-constrained region in Elmore County, future planning will require close coordination and balance between land use decisions, water management strategies, and interagency stewardship.

Water resources are expected to remain the defining natural resource issue in the West Region. Long-term planning is envisioned to support a transition toward more resilient water supplies, including, expanded use of surface water, continued aquifer recharge efforts, and reduced reliance on groundwater where feasible. Regional initiatives, such as the Elmore County Aquifer Stabilization projects, illustrate the direction of future water management, with land use planning intended to align with available and planned water resources to protect existing users and environmental functions.

Future stewardship of surface water systems, including the Snake River, Canyon Creek, and associated riparian corridors, is envisioned to balance irrigation needs, environmental quality, flood risk management, and recreation. Protecting groundwater recharge areas, maintaining natural drainage patterns, and minimizing impacts to water quality will remain central considerations as development occurs.

Management of natural hazards is expected to become increasingly important as development expands into previously undeveloped areas. Future planning is envisioned to emphasize wildfire risk reduction, floodplain awareness, and coordination with emergency response agencies. Land use decisions will continue to consider hazard exposure, access, and emergency response capabilities to reduce risks to people, property, and natural resources. Lack of fire protection in many of growth areas of this region is a key challenge that requires creative solutions from Elmore County decision makers and the development community.

Agricultural lands in the West Region are envisioned to remain an important component of the landscape, even as development pressure increases. Conservation and natural resource planning will focus on maintaining soil health; managing irrigation efficiency; and protecting water resources that support grazing, crop production, and associated agricultural uses. Balancing agricultural viability with groundwater sustainability and land use compatibility will be a continuing challenge for the region.

Recreation and open-space resources are envisioned to remain closely tied to environmental stewardship. Areas such as CJ Strike Reservoir and the Snake River Birds of Prey National

Conservation Area are expected to continue supporting recreation while requiring careful management to protect sensitive habitats and natural features. Future recreation planning in the West Region is envisioned to emphasize resource protection, access management, and coordination with state and federal land managers.

Overall, the West Region's conservation and natural resource future is envisioned as one that integrates water sustainability, transportation networks, fire protection, hazard awareness, agricultural stewardship, and recreation management into a coordinated framework that supports long-term environmental health and community resilience.

North Region

Existing Conditions

The North Region of Elmore County is characterized by expansive public lands; rugged mountainous terrain; and small, dispersed unincorporated communities including Pine, Featherville, Prairie, Fall Creek, Atlanta, and Rocky Bar. Dominated by U.S. Forest Service–managed lands, the region has the lowest population density in the County and limited infrastructure and public services. Land use patterns in the North Region are shaped by topography, environmental constraints, recreation-based activity, and reliance on federal land management agencies, resulting in a development pattern that is fundamentally different from the more urbanized West Region. The discussion that follows describes existing conditions in the North Region across the 18 required components of the Comprehensive Plan.

Land Use, Housing and Population

The predominant land use designations in the region are agriculture and recreation, reflecting limited suitability for intensive development and the region's reliance on natural resource-based uses. A significant portion of the North Region is managed by the U.S. Forest Service, which strongly influences land use patterns, access, and development opportunities.

Residential development in the North Region is concentrated in and around the communities of Pine, Featherville, Prairie, Fall Creek, Atlanta, and Rocky Bar, where recreation land use designations allow limited residential and small-scale commercial uses. Housing in the region consists primarily of single-family homes, cabins, seasonal residences, and second homes. While the North Region accounts for a small share of Elmore County's overall housing stock, recent years have seen increased single-family residential building activity near Pine and Featherville, reflecting interest in recreation-oriented and seasonal living. Workforce housing is another challenge in this region, triggered by unprecedented tourist activities in summer and winter months.

Topography, environmental constraints, limited infrastructure, and reliance on individual wells and septic systems significantly influence the scale and location of residential development. These factors contribute to a low-density settlement pattern and limit opportunities for population expansion beyond existing communities.

Public Services, Facilities, and Utilities

Public services and facilities in the North Region are limited and widely dispersed due to low population density, rugged terrain, and the absence of incorporated municipalities. Residents rely primarily on Elmore County, volunteer organizations, and state and federal agencies for public service provision. There are no municipal water or wastewater systems in the North Region; residents depend on individual wells and septic systems, as well as limited small community systems where a well may be shared. Water resources are regulated by Central District Health, Idaho Department of Environmental Quality, and the Idaho Department of Water Resources.

Solid waste services are provided through the Pine transfer station and private waste disposal companies. Community facilities are limited and include a public library in Prairie and the Boise River Senior Center located between Pine and Featherville. There are no post offices within North Region communities, and access to many public services requires travel outside the region.

Fire protection and emergency response capacity in the North Region is limited and varies by location. Elmore County does not operate a countywide fire department and there are no established fire districts serving most of the North Region. Structural fire response is primarily provided by volunteer fire departments, where available, and is supplemented through mutual aid agreements with neighboring jurisdictions. Due to distance, terrain, and limited staffing, response times can be lengthy, particularly in remote or seasonal residential areas.

Wildfire response in the North Region relies heavily on state and federal agencies, including the U.S. Forest Service and Idaho Department of Lands, which manage most of the surrounding public lands. These agencies play a central role in wildfire suppression, fuels management, and emergency coordination, particularly during large fire events. Local response capacity is typically focused on structure protection and initial response until state or federal resources arrive.

Law enforcement services are provided by the Elmore County Sheriff's Office, with patrol coverage influenced by travel distances, seasonal visitation, and weather conditions. Emergency medical services are similarly constrained by geography and access, with response times affected by road conditions and distance to facilities. Helicopter or air ambulance services may be required for medical emergencies in remote areas.

Educational services in the North Region are provided through two schools: Pine Elementary-Junior High School and Prairie Elementary-Junior High School, each operating within its own school district. School transportation services are limited and reflect the region's dispersed settlement pattern and transportation constraints.

Electricity in Pine, Featherville, Fall Creek, and Prairie is primarily provided by Idaho Power, while the small, remote community of Atlanta is specifically served by the Atlanta Power Company. In general, the North Region and its dispersed population lack dependable electricity because they are not located along major transmission lines and could benefit from more dependable electric networks.

Overall, public service provision in the North Region is characterized by limited local capacity, reliance on volunteer services, and significant dependence on interagency coordination. These conditions are longstanding and remain a defining factor in land use planning, development patterns, and emergency preparedness for the region.

Transportation

Transportation access in the North Region is constrained by terrain, seasonal conditions, and reliance on a limited network of primary roadways. State Highway 20 provides the primary connection between the North Region and the rest of Elmore County. From Highway 20, travelers must use local roads to access Pine, Featherville, Prairie, and other communities, resulting in longer travel times. Furthermore, local roads in the North Region provide limited route redundancy.

The North Region includes an extensive network of U.S. Forest Service roads, with more than 600 miles of year-round roads and approximately 1,000 miles of seasonal roads (not open year-round). These roads provide access to residences, recreation areas, and public lands but vary in condition and availability depending on weather and maintenance (refer to **Figure 10**).

Aviation facilities in the North Region include several private rural airstrips and one public airport near Pine which support small aircraft operations. There are no active rail lines and no public transit or bus services within the North Region. Transportation limitations influence access to services; emergency response; and daily travel for residents, workers, and visitors alike.

Natural Resources/Special Areas and Sites

The North Region contains some of Elmore County's most significant and sensitive natural resources, characterized by extensive forested public lands, mountainous terrain, alpine and subalpine ecosystems, and high-elevation river and reservoir systems. The majority of the

region is managed by the U.S. Forest Service, and land use and access are strongly influenced by federal land management objectives and policies.

Key natural resource features include the Prairie and Little Camas Prairie plateaus, surrounding forested mountain ranges, and water bodies such as Little Camas Reservoir, South Fork Boise River, Anderson Ranch Reservoir, and Arrowrock Reservoir. These resources support wildlife habitat, water storage, groundwater recharge, and regional ecological functions and represent some of the most ecologically-intact landscapes in Elmore County.

The South Fork Boise River canyon below Anderson Ranch Dam and above full pool at Arrowrock Reservoir is a particularly important natural resource. This reach of the river supports a protected trout fishery and white-water rafting opportunity. It is characterized by cold, regulated flows; high water quality; and largely undeveloped canyon landscapes that are home to high class rapids and supports birds of prey nesting and foraging habitat. The remote nature of this corridor, combined with its limited access facilities and steep terrain, has helped preserve its ecological integrity and habitat value. The canyon also provides critical riparian habitat and supports sensitive aquatic and terrestrial species.

Arrowrock Reservoir is more commonly accessed from Ada County due to limited and rugged access routes from within Elmore County. Despite these access constraints, Arrowrock plays an important role in regional water storage, flood control, and downstream water management and contributes to the overall hydrologic and ecological system of the South Fork Boise River watershed.

The North Region also includes culturally and historically significant landscapes, including the South Boise Historic Mining District, with historic sites in Atlanta and Rocky Bar listed on the National Register of Historic Places. The region's natural and cultural resources provide exceptional scenic value but are also sensitive to disturbance due to steep slopes, erosion-prone soils, and climatic conditions, underscoring the importance of careful stewardship and interagency coordination.

Hazardous Areas

The North Region is subject to a range of natural hazards that are closely tied to its mountainous terrain, forested landscapes, and climatic conditions. Wildfire risk is a persistent and defining hazard in the region, particularly within forested areas and along the wildland–urban interface. Over the past decade, several large wildfires have burned extensive portions of the North Region, leaving long-lasting impacts on vegetation, soils, and watershed conditions.

Burn scars from these major wildfire events have altered large areas of the landscape, increasing susceptibility to erosion, landslides, and debris flows, particularly during spring

snowmelt and intense storm events. Loss of vegetative cover and changes to soil structure in burned areas reduce slope stability and increase runoff, creating elevated risks for downstream flooding and sedimentation. In addition, widespread standing dead trees and downed timber resulting from wildfire and post-fire mortality present ongoing hazards including falling tree risks; increased fuel loads; and impediments to access along roads, trails, and recreation areas.

Flooding and erosion hazards are also present along river corridors and steep drainages, particularly within the South Fork Boise River watershed, where snowmelt-driven runoff and storm events can produce localized flooding and channel instability. These hazards are compounded in areas affected by wildfire, where altered hydrologic responses increase peak flows and sediment transport.

Remote access, steep slopes, and limited emergency response capacity further amplify hazard risks in the North Region (refer to **Figure 14**). Seasonal road closures and difficult terrain can delay response times and complicate hazard mitigation and recovery efforts. These conditions underscore the importance of hazard awareness; post-fire landscape management; and coordination with state and federal land management agencies responsible for wildfire response, forest management, and watershed rehabilitation.

Agriculture

From a conservation and natural resources perspective, agriculture in the North Region functions primarily as grazing-based land use that intersects with watershed health, vegetation management, and wildlife habitat. Steep terrain, soil limitations, and climatic conditions constrain intensive agricultural production, resulting in limited crop cultivation and reliance on grazing systems adapted to local conditions.

Seasonal open-range grazing activity influences vegetation patterns, fuel loads, and watershed conditions, making coordination between agricultural operators and land management agencies important for maintaining ecological balance. Limited hay and forage production in areas such as Prairie supports local livestock but remains constrained by water availability and soil conditions. Long-term groundwater and surface water considerations influence both agricultural use and broader resource conservation objectives in the region (refer to **Figure 12**).

Recreation

The abundance of mountains, streams, lakes, agriculture, and reservoirs in the North Region provides ample opportunities for recreational activities such as hunting, fishing, camping, and boating, among others. The use of land and water for recreation purposes is not limited to those living in Elmore County. State recreation officials indicate that seventy-five percent (75%) of the Elmore County mountainous area is used by people outside the County. The

Forest Service has indicated over 700,000 days of visitors use in the Middle Fork and South Fork drainage of the Boise River.

Recreation in the North Region is closely tied to the condition and management of natural resources and public lands. The region's extensive recreation uses, including camping, fishing, watercraft, snowmobiling, hunting, hiking, and off-highway vehicle use, depends on healthy ecosystems, water quality, and maintained access across forested and mountainous landscapes (refer to **Figure 13**).

High levels of dispersed recreation, particularly around Anderson Ranch Reservoir and along Forest Service road networks, place increasing pressure on sensitive landscapes, vegetation, wildlife habitat, and water resources. Seasonal recreation patterns, including winter snowmobiling and fall hunting, overlap with migration and habitat use, requiring careful coordination to protect ecological functions.

From a conservation perspective, sustaining recreational opportunities in the North Region is closely linked to managing visitor impacts, protecting water quality, maintaining habitat connectivity, and coordinating with state and federal land managers responsible for recreation planning and resource stewardship.

Economic Development and Employment

The North Region has the lowest population density in Elmore County and a small, highly seasonal economy shaped by its mountainous terrain, extensive public land ownership, and limited infrastructure. Economic activity in the region is concentrated in recreation tourism, visitor services, and small-scale local businesses, supported by forestry services and limited agricultural grazing.

The communities of Pine, Featherville, Prairie, Fall Creek, Atlanta, and Rocky Bar serve as modest job centers, providing lodging, food services, retail, and seasonal employment tied to tourism and recreation. Compared to the West and East Regions, the North Region has fewer year-round employment opportunities and a greater reliance on seasonal visitation. Economic resilience in the region is closely tied to visitor demand, access to public lands, and the condition of transportation infrastructure.

Recreation is the primary economic driver in the North Region and supports much of the region's employment, seasonal income, and local business activity. Since approximately 2020, recreational visits to the Anderson Ranch Reservoir, Arrowrock Reservoir, South Fork Boise River corridor, and the Pine area have increased sharply, reflecting broader regional trends in outdoor recreation and increased demand for access to public lands and water-based amenities. Visitors travel from surrounding counties and the greater Treasure Valley, contributing to increased seasonal economic activity in nearby communities.

Summer recreation centered on Anderson Ranch and Arrowrock reservoirs generates significant visitor use, including boating, fishing, camping, and day-use activities. Both reservoirs are well known for recreational fishing and support a steady influx of anglers throughout the open-water season. In addition to developed campgrounds, dispersed camping around Anderson Ranch Reservoir has become increasingly common, expanding the geographic footprint of recreational use and contributing to longer stays and higher visitation levels. Fishing on Anderson Ranch Reservoir also supports recreational use year-round, providing a consistent economic benefit beyond peak summer months.

Winter recreation is a major component of the North Region's economy, with snowmobiling in the Trinity Mountains serving as a significant seasonal draw. Trail systems accessed primarily through Pine and Featherville attract visitors from across southern Idaho, supporting lodging, fuel sales, food services, equipment purchases, and other visitor-related spending during winter months when other economic activity is limited.

Fall recreation also contributes to economic resilience in the North Region, particularly through big game hunting on surrounding public lands. Hunting seasons bring a seasonal influx of visitors who support local businesses and lodging while utilizing access points and services in Pine, Featherville, Prairie, and surrounding areas.

Overall, recreation-based economic activity in the North Region is highly seasonal but diverse, spanning summer water-based recreation, fall hunting, and winter snowmobiling. This seasonal diversification helps stabilize the local economy across the year but also makes economic conditions sensitive to access, weather, and public land availability. Recreation's role as the dominant economic sector underscores its importance to community viability and long-term regional economic resilience.

Envision Elmore County

The North Region is envisioned to grow in alignment with southwestern Idaho's outdoor recreation demands supported by small rural communities and natural settings. As Elmore County's outdoor recreation destination in rugged mountains and wild rivers, this area requires a collaborative approach in overcoming public access, public safety, and forest management issues. This Comprehensive Plan uses the information from the Existing Condition section and the 18 state-mandated components under Envision Elmore County section below to create the foundation for the future vision, goals, and objectives for the North region in **Chapter IV**.

Looking ahead, economic development and resilience in the North Region is envisioned to remain closely tied to the area's natural setting, public lands, and recreation-based economy. Given the region's low population density, limited infrastructure, and environmental constraints, future economic activity is expected to emphasize stability, diversification

within existing sectors, and compatibility with the landscapes and resources that define the region.

Recreation is envisioned to continue serving as the primary economic driver in the North Region. Seasonal use associated with Anderson Ranch Reservoir, Arrowrock Reservoir, and surrounding public lands is expected to remain strong, supporting lodging, food services, guiding, retail, and other visitor-oriented businesses in Pine, Featherville, Prairie, and nearby communities. Continued interest in outdoor recreation, including fishing, boating, rafting, camping, snowmobiling, hunting, and trail-based activities, is expected to reinforce the importance of maintaining access, safety, and coordination with land management agencies.

Economic resilience in the North Region is envisioned to benefit from the diversity of seasonal recreation activity across the year, with summer water-based recreation, fall hunting seasons, and winter snowmobiling helping to distribute visitor activity and economic benefits across multiple seasons. At the same time, reliance on tourism and recreation makes the regional economy sensitive to weather conditions, access limitations, wildfire impacts, and public land management decisions, underscoring the importance of adaptability and coordination.

Agriculture is envisioned to continue playing a limited but supportive role in the North Region's economy, primarily through grazing and localized forage production. While not expected to be a growth sector, agricultural activity contributes to rural livelihoods and landscape management and remains part of the region's economic fabric.

Transportation access is envisioned to remain a critical factor influencing economic conditions. Continued reliance on State Highway 20, local roads, and Forest Service routes underscores the importance of maintaining access for residents, visitors, and emergency services without encouraging development intensity that exceeds the capacity of existing infrastructure.

Overall, the North Region's economic future is envisioned as one that supports modest, place-based economic activity rooted in recreation, tourism, and rural uses, while prioritizing long-term resilience, public safety, and compatibility with the region's environmental constraints and community character.

Looking ahead, land use and community design in the North Region is envisioned to remain intentionally limited in scale, reflecting the region's rugged terrain, extensive public land ownership, environmental constraints, and limited infrastructure and public services. The North Region is expected to continue functioning as a low-density, rural, and recreation-oriented area, with development patterns that prioritize safety, environmental stewardship, and compatibility with surrounding public lands.

Future residential development in the North Region is envisioned to occur primarily within or adjacent to existing unincorporated communities such as Pine, Featherville, Prairie, Fall Creek, Atlanta, and Rocky Bar. Growth is expected to remain incremental and focused on single-family homes, cabins, and seasonal or second-home residences, rather than large-scale subdivisions. Land use planning is envisioned to discourage dispersed residential development in remote or high-risk areas where access, emergency response, water availability, and infrastructure capacity are limited.

Community development in the North Region is envisioned to emphasize maintaining rural character and scenic quality while accommodating modest growth that supports local residents and recreation-based activity. Given the absence of municipal governments and utilities, future land use decisions are expected to carefully consider reliance on individual wells and septic systems, road access, and emergency service limitations. Coordination with state and federal agencies will remain essential, particularly where development interfaces with U.S. Forest Service-managed lands.

Transportation access is envisioned to remain a defining factor in shaping development patterns. Continued reliance on State Highway 20, local roads, and Forest Service routes underscores the importance of maintaining access, safety, and seasonal reliability without encouraging development intensity that exceeds the capacity of the transportation system.

Overall, land use and community development in the North Region is envisioned to balance limited residential growth with protection of natural landscapes, public safety considerations, and the region's role as a recreation- and conservation-oriented area. This approach supports long-term sustainability while respecting the unique character and constraints that distinguish the North Region from other parts of Elmore County.

Looking ahead, conservation and natural resource planning in the North Region is envisioned to prioritize protection of high-value natural landscapes, sensitive watersheds, and public land resources while managing increasing recreation pressure and ongoing natural hazard risks. Given the region's rugged terrain, extensive public land ownership, and limited infrastructure, long-term stewardship will continue to rely on close coordination with state and federal land management agencies.

Water resources are envisioned to remain a central consideration for conservation planning in the North Region. Little Camas Reservoir, its adjoining canal system operated by the Mountain Home Irrigation District, and its connection to downstream Canyon Creek play a central and defining role in the West Region's aquifer sustainability and recharge efforts. Protecting Little Camas Reservoir and the irrigation district's infrastructure is a priority for Elmore County. South Fork Boise River, Anderson Ranch Reservoir, Arrowrock Reservoir, and their associated tributaries are expected to require continued protection of water

quality, riparian function, and aquatic habitat. Particular attention is envisioned for the South Fork Boise River canyon between Anderson Ranch Dam and full pool of Arrowrock Reservoir, where maintaining the ecological integrity of the blue-ribbon trout fishery and riparian corridor will remain a priority alongside recreation use and water management functions.

Future conservation efforts are envisioned to address the long-term impacts of wildfire on forested landscapes and watersheds. Burned areas and post-fire conditions are expected to continue influencing erosion, landslide risk, sedimentation, and vegetation recovery. Forest health, fuels management, and post-fire rehabilitation are anticipated to be important components of landscape stewardship, particularly where wildfire risk intersects with recreation use and scattered residential development.

Management of natural hazards is envisioned to emphasize risk awareness, access considerations, and interagency coordination. Flood-prone river corridors, steep slopes, and areas affected by wildfire will remain key considerations in guiding land use decisions and resource protection efforts. Continued coordination with emergency response agencies and land managers is envisioned to support public safety while minimizing environmental impacts.

Agricultural activity in the North Region is envisioned to remain limited in scale and closely tied to natural resource conditions. Grazing and localized forage production are expected to continue in a manner that considers watershed health, vegetation management, and wildlife habitat, recognizing the region's environmental constraints and reliance on public lands.

Recreation in the North Region is envisioned to remain closely linked to conservation outcomes. As visitors continue to place pressure on sensitive landscapes, long-term stewardship is expected to focus on protecting habitat, water quality, and scenic values while supporting sustainable recreation use. Coordination with state and federal agencies will remain essential to balancing recreation access with the preservation of the natural and cultural resources that define the North Region.

Overall, the conservation and natural resource future of the North Region is envisioned as one that integrates watershed protection, forest and habitat management, hazard awareness, and recreation stewardship into a coordinated approach that supports environmental health and long-term regional resilience.

East Region

Existing Conditions

The East Region of Elmore County is characterized by its historical significance as a major Oregon Trail crossing, its position along the Snake River, and its surrounding high-desert agricultural landscape. Recognized by tourists for the historic Three Island Crossing, the East Region hosts the City of Glenns Ferry, a small town supported by limited public services and the County Fairgrounds. The following sections discuss the 18 required components of the Comprehensive Plan that are applicable to the East Region.

Land Use, Housing, and Population

Land use in the East Region is characterized by a strong agricultural foundation, the incorporated city of Glenns Ferry, and rural residential communities along the Snake River corridor. The predominant land use designations in the region are agriculture, rural residential, and mixed-use, reflecting both the productivity of irrigated farmland and the settlement patterns associated with Glenns Ferry, Hammett, and King Hill.

Unlike the West and North Regions, much of the agricultural land in the East Region is actively farmed and highly productive, supported by the King Hill Irrigation District. Agricultural uses dominate the landscape outside incorporated areas and strongly influence development patterns and land use compatibility considerations. Rural population centers are generally concentrated near existing communities along the interstate and are surrounded by rolling green hills.

Housing in the East Region is primarily composed of single-family homes located within Glenns Ferry and Hammett, as well as scattered rural residences. Residential growth in the region remains closely tied to agricultural land use, infrastructure availability, and floodplain considerations along the Snake River. This region hosts approximately 100 exiting wind turbines and solar power generation facilities.

Public Services, Facilities, and Utilities

Public services and utilities in the East Region are centered primarily within the incorporated city of Glenns Ferry, with more limited service availability in surrounding unincorporated areas. Residents within or adjacent to Glenns Ferry may access municipal water and sewer services, while properties located farther from the city rely on individual wells and septic systems. The City of Glenns Ferry operates a surface water treatment plant that processes Snake River water for public consumption. The unincorporated community of King Hill operates a small regulated public water system, which is currently undergoing rehabilitation to address nitrates that exceed the maximum contaminant level as regulated

by the Idaho Department of Environmental Quality and the U.S. Environmental Protection Agency.

Solid waste services for residents are provided through the Glenns Ferry landfill, which accommodates household waste but does not accept commercial or construction debris.

Public safety services in Glenns Ferry include a Sheriff's Office substation and a city-operated Glenns Ferry/King Hill Rural Fire District fire station. Medical clinics are available within the City of Glenns Ferry; however, residents must travel to Mountain Home or Twin Falls for hospital and specialized medical services. Educational services are provided through the Glenns Ferry School District (#192) and the Bliss Joint School District (#234), with all schools in the East Region located within Glenns Ferry city limits.

Overall, the availability and scale of public services in the East Region are closely tied to incorporated areas, with rural residents relying more heavily on county services and regional facilities.

Electric Transmission Corridors

Like the West Region, electricity in the East Region is provided by Idaho Power. Idaho Power's 2023–24 Eastern Treasure Valley Electrical Plan Update provides upgrades that benefit from multiple private energy generation facilities, both existing and proposed, in the East Region. The proposed Gateway West Transmission Line project traverses through existing population centers, and the East Region, like the North Region, benefits from having multiple existing major transmission corridors (refer to **Figure 11**).

Transportation

Transportation infrastructure is a critical economic asset for the East Region, supporting agricultural production, freight movement, and access to regional and interstate markets. Interstate 84 serves as the primary economic corridor, enabling efficient transport of agricultural goods, processed products, and supplies to markets in southern Idaho and beyond. Old Highway 30 provides local access to Glenns Ferry, Hammett, and King Hill, as well as agricultural areas and freight movement along the Snake River corridor. Bennett Mountain Road provides a key north–south connection between Interstate 84 and State Highway 20, linking the East Region with the North Region and supporting travel between agricultural areas, recreation destinations, and communities (refer to **Figure 10**).

The Union Pacific Railroad runs east–west through the East Region, supporting freight movement of agricultural commodities and industrial goods. While rail access is limited, its presence enhances the region's ability to participate in broader distribution networks and contributes to economic competitiveness for agriculture and related industries. While rail access supports regional freight movement, crossings and proximity to rail infrastructure

influence land use and transportation planning in nearby areas. The Union Pacific Railroad tracks in Glenns Ferry physically separate the north and south sides of city and passing trains frequently block road crossings. The steep grades in both directions out of Glenns Ferry continue to be a challenge for Railroad crews, often requiring helper locomotives to push heavy freight trains over the hills.

A municipal airport located in Glenns Ferry provides limited aviation access but is not classified as a commercial airfield. For commercial air travel, residents rely on regional airports in Boise and Twin Falls. Overall, the transportation network supports regional connectivity while reinforcing the East Region's role as a corridor for agricultural production, local travel, and access to surrounding regions.

Natural Resources/Special Areas and Sites

The East Region contains a mix of natural and cultural resources centered on the Snake River corridor, which forms a defining natural feature for communities including Hammett, Glenns Ferry, and King Hill. The Snake River supports riparian habitat, wildlife movement, irrigation delivery, and recreation; it also plays a central role in the region's ecological and hydrologic systems. Surrounding the river corridor, the region transitions to irrigated agricultural lands, open rangelands, and upland areas with varying topography.

One of the region's most significant cultural and natural resource sites is Three Island Crossing State Park, which preserves a key Oregon Trail crossing and includes riparian open space, interpretive facilities, and protected river frontage. The Oregon National Historic Trail traverses portions of the East Region, contributing cultural value and shaping stewardship considerations along the corridor (Refer to **Figure 13**).

Much of the East Region's landscape is actively managed for agriculture, with irrigation infrastructure, canals, and drains integrated into the natural system. These features influence surface water movement, groundwater recharge, and habitat conditions and require ongoing coordination between agricultural operations and resource protection efforts. Water efficiency is especially important in the East Region's irrigated agricultural landscape; Elmore County Commissioners have supported water efficiency projects in the region and are expected to continue supporting initiatives that promote long-term water sustainability.

Hazardous Areas

The East Region is subject to several natural and human-caused hazards, with flooding along the Snake River and Union Pacific Railroad through Glenns Ferry representing the most prominent risk. Portions of Glenns Ferry include properties and structures located within FEMA-designated floodplains, making floodplain management an important consideration

for development and resource protection. Seasonal runoff, river stage fluctuations, and irrigation return flows all influence flood risk and riverbank stability.

Union Pacific Railroad hazards in Glenns Ferry primarily stem from the railroad tracks bisecting the town, creating risks for pedestrian and vehicular collisions, blocked emergency access, and potential derailments. With trains traveling at high speeds (50–70 mph) and frequent, long freight traffic, the community faces safety challenges from train noise, potential derailments, and hazardous material transport through a residential area. Union Pacific transports hazardous materials, with federal regulations governing these shipments. Specialized training is required for first responders, which does not happen frequently for effectively managing incidents related to these hazardous materials. In addition, wildfire risk exists throughout the East Region, particularly in rangeland and agricultural interface areas, although it is generally lower than in the forested North Region. Extreme weather events, including heat, wind, and drought, pose additional risks to natural resources and agricultural productivity.

Human-caused hazards in the region include facilities such as the Glenns Ferry landfill, located near Interstate 84 and Highway 30, as well as transportation corridors that carry hazardous materials. These features require consideration in emergency planning and environmental protection to minimize risks to nearby land and water resources (refer to **Figure 14**).

Agriculture

The East Region plays a critical role in this agricultural output due to its highly productive irrigated farmland supported by King Hill Irrigation District along the Snake River corridor. Favorable soils, relatively flat terrain, and reliable surface water delivery support a wide range of crop production, livestock operations, and specialty agriculture, including vineyards within the Snake River American Viticultural Area. Agricultural services and related businesses located in Glenns Ferry, Hammett, and King Hill further strengthen the regional agricultural economy and support production and processing activities.

Agricultural productivity in the East Region is closely tied to water availability and irrigation efficiency. As a result, the regional economy is particularly sensitive to changes in surface water supply, infrastructure performance, and agricultural market conditions. The continued economic contribution of agriculture in the East Region depends on maintaining reliable water delivery systems, productive farmland, and strong connections between production, processing, and regional markets. Extreme weather events and water availability affect crop performance and land management practices, underscoring the importance of maintaining efficient irrigation systems and minimizing impacts to surface and groundwater resources. Protection of prime farmland, irrigation infrastructure, and soil

productivity are key resource concerns, particularly where development pressures intersect with agricultural lands.

Recreation

Recreation in the East Region is closely linked to the Snake River corridor and associated farm operations. Activities such as fishing, boating, wildlife viewing, hunting, and river-based recreation rely on maintaining water quality, riparian vegetation, and stable riverbanks. Three Island Crossing State Park is a major tourism asset, attracting visitors interested in Oregon Trail history and river recreation, and supporting local lodging, retail, and service businesses.

Recreation contributes to the East Region's economy as a secondary but important supporting sector, particularly through river-based and heritage tourism. The Snake River supports fishing, boating, and day-use recreation, generating visitors spending in Glenns Ferry and surrounding communities. Community parks, river access points, hunting areas, and scenic byways associated with the Oregon Trail enhance the region's attractiveness to visitors and contribute to seasonal economic activity. While recreation does not rival agriculture as an economic driver, it plays a meaningful role in diversifying the regional economy and supporting small businesses. Increased recreation use along the Snake River places pressure on riparian areas, shoreline stability, and habitat, particularly during peak seasons. From a conservation perspective, balancing recreation access with protection of environmental quality and cultural resources is an ongoing consideration in the East Region.

Overall, conservation and natural resource management in the East Region is closely tied to the Snake River, productive agricultural landscapes, floodplain systems, and culturally significant sites. Stewardship of these resources supports environmental health, agricultural sustainability, and the long-term resilience of communities along the river corridor.

Economic Development and Employment

The East Region supports a locally oriented economy anchored by agriculture, food processing, small-town services, and recreation-related activities. The incorporated City of Glenns Ferry and unincorporated communities of Hammett and King Hill serve as the region's primary economic centers, providing employment in education, government services, retail, and agriculture or recreation related businesses. Economic activity in the region is closely tied to the Snake River corridor and Interstate 84, which together support production, distribution, and access to regional markets.

Despite these assets, the East Region faces economic challenges, including higher-than-average poverty rates in Glenns Ferry compared to the County and State. Employment opportunities are more limited in scale than in the West Region, making economic resilience

closely linked to the stability of agriculture, the viability of local services, and access to regional employment centers.

Envision Elmore County

The East Region is envisioned to grow agriculture- and recreation-based tourism in the future, supported by additional tax revenue that the alternative energy generation facilities would bring. Because the population and activity centers are located next to I-84 and Bennette Mountain Road, this area could attract approximately 1.2 million visitors from Treasure Valley and Magic Valley. This Comprehensive Plan uses the information from the Existing Condition section and the 18 state-mandated components under Envision Elmore County section below to create the foundation for the future vision, goals, and objectives for the East region in **Chapter IV**.

Looking ahead, economic development and resilience in the East Region is envisioned to build on the region's role as one of Elmore County's most productive agricultural areas while supporting a diversified and adaptable recreation-based rural economy. Agriculture is expected to remain the foundation of the regional economy, with long-term economic stability closely tied to the reliability of irrigation water; continued investment in agricultural infrastructure; and strong connections between production, processing, and regional markets.

Economic resilience in the East Region is envisioned to be strengthened through value-added agriculture and agritourism, where visitor-oriented uses associated with productive farmland, heritage sites, recreation, and hunting are promoted. Communities such as Glenns Ferry, Hammett, and King Hill are envisioned to continue serving as local centers for agricultural services, small businesses, and employment, tied to the surrounding rural landscape.

Transportation infrastructure, particularly Interstate 84, Old Highway 30, and the Union Pacific Railroad corridor, is envisioned to remain central to the region's economic function by supporting the movement of agricultural products, renewable energy components, and freight goods to regional and interstate markets. Maintaining and collaborating for efficient access to these corridors is expected to support existing industries and future economic opportunities.

Recreation and heritage tourism associated with the Snake River and Three Island Crossing State Park are envisioned to continue contributing to economic diversification. While not expected to rival agriculture in economic scale, recreation and tourism are anticipated to support local employment, visitor spending, and quality-of-life benefits that enhance the region's overall economic resilience.

The East Region is also envisioned to play a role in renewable energy development, including wind and solar projects, where such uses align with agricultural operations, transportation access, and community character. Renewable energy may provide an additional economic sector through construction activity, long-term operations, landowner revenue, and mitigatory contributions towards public services, contributing to diversification while maintaining compatibility with the region's rural economy.

Overall, the East Region's economic future is envisioned to balance agricultural productivity, small-town vitality, transportation-based economic advantages, and emerging industries. This approach supports long-term economic resilience while reinforcing the East Region's identity as a productive, connected, and adaptable rural landscape within Elmore County.

Looking ahead, land use and community design in the East Region is envisioned to build upon the region's strong agricultural foundation, small-town character, and location along the Snake River corridor. Future growth is expected to remain modest and focused within and near existing communities, while preserving the productive farmland and open landscapes that define the region's identity.

Residential development in the East Region is envisioned to occur primarily within incorporated areas such as Glenns Ferry and Hammett, or in proximity to existing rural residential areas where infrastructure, services, and transportation access are available. Dispersed residential development in agricultural and flood-prone areas is envisioned to remain limited in order to reduce conflicts with farming operations, protect public safety, and maintain the long-term viability of agricultural lands.

The East Region is also envisioned to support agriculture-related diversification, including agritourism, where compatible with surrounding land uses and infrastructure. Agritourism refers to visitor-oriented activities that occur on or near working agricultural lands and are directly connected to agricultural production, such as farm stands, wineries, tasting rooms, u-pick operations, educational tours, and seasonal events. Areas surrounding Glenns Ferry, including Hammett and King Hill, may be well-suited to agritourism uses that complement existing agriculture, enhance local identity, and support small-scale community-based development without converting farmland to non-agricultural uses.

Community development in the East Region is envisioned to support the continued role of Glenns Ferry as a local service center, while maintaining the small-scale, rural character of surrounding communities. Land use decisions are expected to consider the availability of municipal water and sewer services, reliance on individual wells and septic systems in rural areas, and the capacity of public facilities and emergency services to support additional development.

Transportation corridors, particularly Interstate 84, Old Highway 30, and Bennett Mountain Road, are envisioned to continue shaping development patterns and access throughout the region. Future land use planning is expected to coordinate development with these corridors while maintaining safe access, minimizing land use conflicts, and supporting efficient movement of people and goods.

In addition, the East Region may present opportunities for renewable energy development, including areas suitable for wind energy and other renewable technologies, where such uses can be sited in a manner compatible with agricultural operations, scenic resources, transportation infrastructure, and surrounding land uses. Consideration of renewable energy development is envisioned as part of broader land use planning that balances energy production with community character and resource protection.

Overall, land use and community development in the East Region is envisioned to balance incremental growth with preservation of agricultural lands, support for agritourism and renewable energy where appropriate, and protection of rural character and community identity. This approach supports long-term sustainability while recognizing the region's role as a productive agricultural area and a network of small, connected communities along the Snake River corridor.

Looking ahead, conservation and natural resource planning in the East Region is envisioned to prioritize stewardship of the Snake River corridor, productive agricultural landscapes, and culturally significant sites while supporting continued agricultural use, recreation, and community vitality. The Snake River will remain the defining natural resource in the region, requiring ongoing attention to water quality, riparian function, floodplain processes, and habitat conditions that support both ecological health and agricultural productivity.

Water efficiency and irrigation management are envisioned as central components of long-term resource sustainability in the East Region. Protection of surface water resources, irrigation infrastructure, and groundwater interactions is expected to support agricultural viability while minimizing impacts to water quality and downstream users. Continued coordination among agricultural operators, irrigation districts, and regulatory agencies is envisioned to improve efficiency and resilience in the face of changing hydrologic conditions.

The East Region is also envisioned to remain vigilant to the risk of aquatic invasive species. In the event of detection or elevated risk associated with any invasive, Elmore County is envisioned to fully cooperate with state-led prevention, monitoring, and response efforts, recognizing the importance of coordinated action to protect river-dependent eco-systems and infrastructure.

Floodplain management along the Snake River is envisioned to remain a key consideration for resource protection and public safety. Land use and conservation efforts are expected to recognize the natural function of floodplains, minimize development in high-risk areas, and support riverbank stability and riparian vegetation that reduce erosion and flood impacts.

The East Region's agricultural lands are envisioned to continue serving as both economic and environmental assets. Conservation efforts are expected to emphasize protection of prime farmland, soil health, and long-term productivity while supporting compatible practices that sustain working landscapes and reduce conflicts between agriculture, development, and recreation.

Recreation and heritage resources, including Three Island Crossing State Park and the Oregon National Historic Trail, are envisioned to be managed in a manner that protects environmental quality and cultural integrity while accommodating public access. Balancing recreation use with protection of riparian areas, open space, and wildlife habitat is expected to remain an important aspect of conservation planning.

Overall, conservation and natural resource stewardship in the East Region is envisioned to integrate water management, agricultural sustainability, invasive species awareness, floodplain protection, and cultural resource preservation into a coordinated approach that supports environmental health and long-term resilience for communities along the Snake River corridor.

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Chapter IV

Vision, Goals, and Objectives

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Vision, Goals, and Objectives

As part of the public outreach efforts and the work of the Comprehensive Plan Advisory Committee, a vision statement was prepared to guide the long-term direction for growth and decision-making in the years ahead:

> *In 2050, Elmore County will be dedicated to the stewardship of a resilient and prosperous economy, with healthy and welcoming communities, protected open spaces, and diverse natural resources, through collaboration with U.S Military installations and other government agencies.*

The County's vision is implemented through three broad aspirational statements or planning goals that reflect the County's priorities and statutory responsibility within the County and its three regions. By building upon the existing conditions, trends, and issues identified in Chapters I through III, these goals will inform countywide and region-specific objectives of this chapter as well as the implementing land use designations, overlays, policies, and implementation priorities of the following chapter. Collectively, Chapters IV through V will guide the land use decisions, infrastructure planning, and interagency coordination for the County and its three regions over the 10- to 20-year planning horizon.

Economic Development & Resilience (EDR) ***Goal****: Champion our future economic development and growth while preserving recreation areas, engaging with Idaho industries, enhancing transportation facilities, and supporting local communities.*

This goal will guide objectives and policies that address water-aligned growth, economic development, diversification of economic activities, development of transportation networks, promotion of recreation and tourism, and provision of infrastructure connectivity.

Land Use & Community Design (LUD) ***Goals:*** *Provide adequate places for residential, commercial, industrial, and public uses that are sustainable and enhance the rural character.*

This goal will guide objectives and policies for growth management; distinct rural communities; housing type variety; appropriate mixture of land uses; flexible land use decision-making; establishment of community specific identity; and provision of public facilities, utilities, and services.

Conservation & Natural Resources (CNR) Goal*: Conserve our natural resources for future generations, including our agricultural lands, forested areas, irrigation facilities, and other waterways, and protect residents from potential hazards.*

This goal will guide objectives and policies for addressing preservation of natural resources, water sustainability, agricultural working lands, natural hazards, hazardous areas, river corridors, environmental quality, and intergovernmental stewardship within the county and its three regions.

Within the County and its three regions, Chapters IV and V are structured hierarchically to allow each of these goals to integrate the 18 required components of Idaho Code 67-6508 through objectives that:

- Inform the development of future land use designations, overlays, policies, and implementation priorities of the Envision Elmore County Comprehensive Plan;
- Guide staff analysis and recommendations during land use and development review processes through Zoning and Development Ordinance and its development standards;
- Support coordination with cities, agencies, service providers, and regional partners; and
- Provide a framework for prioritizing infrastructure planning, capital investments, and intergovernmental efforts.

Together, the vision statement, goals, and objectives of this chapter, as well as the future land use designations, overlays, policies, and implementation priorities of Chapter V provide a clear, flexible, and coordinated framework for managing growth, protecting resources, supporting economic resilience, and maintaining community character in Elmore County and its three regions (refer to Figure 4).

Countywide Objectives

As of 2023, there were roughly 29,000 people living in Elmore County, with nearly 17,000 residing in the city limits of Mountain Home (the county seat and largest city in the County) and approximately 2,600 in Glenns Ferry, as identified in the Socio-Economic Report. For the 10-year period ending in 2023, Elmore County consistently witnessed gradual growth at approximately 1%, equivalent to an annual increase of around 270 residents. However, the most recent five years saw a consistently higher growth rate of nearly 2 percent.

As discussed in prior chapters, water availability and groundwater depletion is a huge concern while considering future growth and development in Elmore County. One of the other challenges in accommodating this growth and development is lack of established or operationally equipped Fire Districts in majority of unincorporated areas (Refer to **Figure 14**). At the same time, the majority of the County lies in a Wildfire Urban Interface (WUI) area, reflecting the existence of fire hazards for existing and future uses and residents (refer to **Figure 14**). This is a challenge for many rural communities in Idaho, and Elmore County decision-makers are finding creative solutions, such as Private Fire Protection Services, Development Mitigation Agreements, and requiring higher levels of development review to include Conditional Use Permits for continuing to support new growth in WUI areas.

Another challenging organizational reality for promoting sustained growth in Elmore County is that the BoCC does not directly regulate its three Highway Districts. Due to disengaged board of these highway districts, many good economic and growth opportunities are not realized or stall during their development in the County. Elmore County's School Districts also face challenges in accommodating regional residential growth. Therefore, with the following objectives, the County and its stakeholders are making commitments to addressing these unique challenges between now and 2040 in order to continue the growth and economic development momentum built in the recent years.

Countywide		
Economic Development & Resilience (EDR)	**Land Use & Community Design (LUD)**	**Conservation & Natural Resources (CNR)**
EDR-1: Ensure that each property owner uses their property wisely as a steward for the land, to maintain it in good condition, to not create nuisance for the neighbors, and to preserve our rural communities for future generations. **EDR-2:** Make certain that all growth and development through implementation of this plan protect private property rights as outlined in this plan, adopted county ordinances, and state requirements. **EDR-3:** Encourage sustainable economic expansion and orderly population growth to increase housing choices, economic diversity, and income opportunities for the county's citizens.	**LUD-1:** Direct higher residential densities and more intensive commercial and industrial uses toward existing communities and Areas of City Impact, while preserving open space and agricultural lands and avoiding adverse impacts to rural communities, natural resources, and long-term water sustainability. **LUD-2:** Encourage the city of Mountain Home and Glenns Ferry to prioritize annexation within the Areas of City Impact and promote a variety of land uses within the Areas of City Impact in consultation with the city, to include higher density residential, neighborhood commercial, light industrial, and Planned	**CNR 1:** Conserve our natural resources for future generations including the Snake River, Boise River, Sawtooth Mountains, Bennette Mountains, animal operations, agricultural lands, irrigation facilities, and other water resources. **CNR-2:** Support Right to Farm of agricultural operations, facilities, or their expansions by shielding them from being declared a nuisance as future development proposals are considered in their proximity. **CNR-3:** Discourage growth and development in or near natural or existing hazardous areas to protect residents from potential adverse

Countywide		
Economic Development & Resilience (EDR)	**Land Use & Community Design (LUD)**	**Conservation & Natural Resources (CNR)**
EDR-4: Require future growth to enhance quality of life of Elmore County citizens by providing community facilities, investing in public infrastructure, and improving overall public services. **EDR-5:** Ensure that future growth and economic activities support the county's efforts for securing water rights for long-term water availability, avoid exacerbating groundwater depletion, and support water infrastructure projects. **EDR-6:** Work with Mountain Home School District, Glenns Ferry School District, and any other private or charter school service providers to enhance existing school facilities to include proper bus stops and school crossings. **EDR-7:** Encourage Mountain Home Highway District, Glenns Ferry Highway District, and Atlanta Highway District to participate in development review processes to ensure that future growth and development is supported by necessary transportation networks. **EDR-8:** Work with Idaho Power and other PUC governed utility providers to make investments and improvements that ensure capacity and reliability of electric network to support the projected growth. **EDR-9:** Collaborate with COMPASS, Valley Regional Transit, Idaho Department of Transportation, Ada County, Ada County Highway District, both cities, and three county highway districts, on transportation planning efforts across jurisdictions so that aviation, railroad, and road systems can be enhanced for better connectivity and mobility options.	Unit Developments, where municipal services are available. **LUD-3:** Allow rural development around existing communities and ensure that these uses are adequately supported by site improvements to include roads, emergency response, drainage, driveways and parking as approved by the County Engineer. **LUD-4:** Require all development proposals to demonstrate adequate water supply, wastewater treatment, and site services as determined by Central District Health. **LUD-5:** Maintain and update the Confined Animal Feeding Operation (CAFO) ordinance to facilitate dairy development and intensive agriculture within appropriate areas with necessary environmental protection. **LUD-6:** Require commitments from the future development application to ensure that the county's public services standards are maintained without burdening existing county facilities or taxpayers. **LUD-7:** Encourage effective use of tax funds, host fees, mitigation agreements, and impact fees to support community facilities and infrastructure projects as new growth and development continues. **LUD-8:** Promote multimodal transportation networks and park -and-ride lots in urbanizing or industrial areas to reduce burden on existing Public Roads and encourage project proponents to work with Valley Connect and Commuter Ride Programs.	impacts, such as airports, military bases and/or military training areas, power line corridors, electrical substations, floodplains, unstable soil areas and steep slopes, high velocity wind and storm prone areas. **CNR-4:** Require compliance with Wildfire Urban Interface requirements as most of the county is dry and arid and lacks fire protection through established fire protection districts. **CNR-5:** Protect air quality levels as growth and development continues in the county and ensure that future air quality levels meet or exceed state and/or federal standards. **CNR-6:** Work with the State, BLM, Forest Services, and other agencies to make more land accessible and available for public recreation, especially during spring, summer and fall seasons. **CNR-7:** Continue to collaborate with BLM and ITD on Paradigm Project, that involves annual fire break clearing, maintenance of 12-foot gravel aprons, and plantation of green strips with fire resistance grasses along I-84. **CNR-8:** Continue to update, preparation and ongoing implementation of emergency preparedness as outlined in the Hazard Mitigation Plans. **CNR-9:** Work with FEMA in completing their LIDAR MAP efforts to update Floodplain Maps in Elmore County and adopt them after FEMA's effort is completed to maintain the County's participation in the National Flood Insurance Program (NFIP).

Countywide		
Economic Development & Resilience (EDR)	**Land Use & Community Design (LUD)**	**Conservation & Natural Resources (CNR)**
EDR-10: Support establishment of Fire Protection Districts to enhance structural fire response capability; in its absence, require new development to incorporate wildfire mitigation measures.	**LUD-9:** Review development proposals in areas critical for groundwater recharge and surface water sources to evaluate impacts to water quantity and quality, and require mitigation measures, phasing, density adjustments, or infrastructure commitments where necessary to avoid adverse impacts to existing water users and regional groundwater conditions. **LUD-10:** Align land use approvals, density and intensity decisions, and development phasing with long-term water availability, groundwater management objectives, and implementation of regional aquifer stabilization projects.	**CNR-10:** Require demonstration of adequate and sustainable water supply prior to final plat approval for subdivisions and large-scale developments, consistent with state law and groundwater management objectives.

West Region Objectives

The West Region hosts the most growth and economic activity, triggered by higher housing prices and tougher development environment in Treasure Valley communities. This region functions as the County's primary population, employment, industrial, and public service center, with a diverse mix of proposals for residential, commercial, industrial, and institutional uses, including several military installations. In addition to the City of Mountain Home, smaller unincorporated communities such as Tipanuk, Oasis, and Chattin Flats create a distinct rural character for this generally dry and arid region, while large-scale Planned Communities near Mayfield are shaping mixed use growth outside city limits. The Simco Road (industrial) District, Idaho Power's Natural Gas Plant and Mayfield Substation, as well as two potential casinos are poised to generate additional growth and development in this region.

Some of the recent changes in the West Region also include the 2022 BLM authorization of an expansion of the Idaho Army National Guard's Camp Orchard Training Area onto an additional 44 square miles of land located west of Mountain Home known as Simco Training Area (**Figure 4**). The area includes 12,776 acres of Bureau of Land Management (BLM) land, 555 acres of Bureau of Reclamation land, and 15,097 acres of Idaho Department of Lands (IDL). Designed for heavy maneuver training, the area is split into three lanes for armor company training scenarios. It does not include live-fire exercises. The area includes 12.7 miles of dirt roads, engineering practice areas, and is adjacent to the Mountain Home Air Force Base small-arms range.

Based on the revised criteria of Idaho Code § 67-6526, Elmore County began the process of evaluating and modifying the Areas of City Impact with the City of Mountain Home and adopted the revised map and implementing ordinances in December 2025 (see **Attachment 4**).

West Region		
Economic Development & Resilience (EDR-W)	**Land Use & Community Design (LUD-W)**	**Conservation & Natural Resources (CNR-W)**
EDR-W-1: Coordinate with Boise State University and College of Western Idaho to expand the adult and university level coursework at the Mountain Home School District, city, and the Mountain Home Air Force Base to improve workforce that align with market trends. **EDR-W-2:** Promote the continued viability of the Mountain Home Air Force Base, Orchard Combat Training Complex,	**LUD-W-1:** Identify areas that are suitable for industrial uses, discourage residential growth in those areas, and ensure that any new development within those areas is analyzed and mitigated after necessary technical analyses. **LUD-W-2:** Consider the use of Development Mitigation Agreements, Decommissioning Requirements and Bonds, and Closure and Poste Closure	**CNR-W-1:** Ensure that planned communities, industrial developments, and agricultural operations incorporate water conservation, efficiency, and water quality protection measures into site design, landscaping, drainage, and infrastructure systems to protect groundwater quantity and quality and reduce long-term demand on the regional aquifer.

West Region		
Economic Development & Resilience (EDR-W)	**Land Use & Community Design (LUD-W)**	**Conservation & Natural Resources (CNR-W)**
Simco Road Training Area, and other Idaho National Guard operations. **EDR-W-3:** Coordinate with Mountain Home Highway District and Idaho Transportation Department to improve Simco Road as a connector between Interstate 84 and State Highway 67 connecting the Mayfield-area planned communities to the Mountain Home Air Force Base. **EDR-W-4:** Collaborate with Valley Regional Transit to expand its system, Ada County Highway District to advance Commuter Ride program, and the development community to provide park and ride lots to improve mobility options for the county's citizens. **EDR-W-5:** Team up with COMPASS (a metropolitan planning organization), Idaho Department of Transportation, Mountain Home Highway District to monitor growth and development around Simco Road as well as Exit 90, 95, and 99 and make necessary changes to transportation networks.	Plans and Bonds in considering industrial uses within this region. **LUD-W-3:** Promote growth and development within Mayfield community through planned communities to ensure sustainable growth and development that pay for itself without negatively affecting existing communities, land uses, and public services. **LUD-W-4:** Allow for Confined Animal Feeding Operations (CAFO) within the Snake River Basin after requiring a Site Advisory Committee from Idaho State Department of Agriculture, a Siting Permit, a CAFO Permit, and Nutrient Management Plan. **LUD-W-5:** Ensure that future land uses are compatible with the continued operation of Gowen Field, Orchard Combat Training Area, Mountain Home Air force Base, and Mountain Home Training Complex to avoid risk to life, property and the well-being of existing and future residents from hazards associated with fixed wing and rotary aircraft operations, artillery operations and training and air-to-air and air-to ground training.	**CNR-W-2:** Confirm that planned communities, industrial developments, and agricultural operations offer proper management of fish and wildlife resources through site design, adoption and implementation of Wildlife Management Plans, Community Engagement and Education, or other mitigation measures. **CNR-W-3:** Require that planned communities, industrial developments, and agricultural operations demonstrate adequate and sustainable water supply prior to approval consistent with state law and groundwater management objectives. **CNR-W-4:** Encourage and promote surface water development projects on the Snake River and its watersheds, in support of dairy industry, industrial and residential growth, city, and the Mountain Home Air Force Base. **CNR-W-5:** Cluster solid waste facilities around Simco Road, collaborate with Idaho Department of Environmental Quality in approval of those facilities, and work with the development community to establish a solid waste recycling program.

North Region Objectives

The North Region features rugged mountainous terrain around the Boise River, with the highest point being Snowyside Peak at the northeast corner of the County at 10,651 feet in the Sawtooth Wilderness. The North Region is home to key sections of the Boise River system, including the South Fork, Arrowrock Reservoir, and the Middle Fork, which provide critical, high-quality trout fishing for rainbow, brown, and bull trout. The region is a hub for

outdoor recreation, featuring camping, hunting, and boating, while the South Fork acts as a vital water source for the county, its cities, and MHAFB.

The South Fork of Boise River, as a watercourse, is fairly unpredictable. It is a popular tourist destination covering 101-miles in the County, which requires careful review while considering growth and development. The 2014 Comprehensive Plan designates an Area of Critical Concern Overlay, which includes land on both sides of the South Fork of the Boise River (reservoirs included) and part of the Fall Creek and Smith Creek drainage. The areas around Boise River contain critical winter and summer range for wildlife, as well as summer range for livestock. Within the Boise River floodplain, some soils are classified as highly erosive and there are slopes that are too steep for active use.

A significant portion of the North Region is covered by USFS land, largely administered by the Boise National Forest (including the Mountain Home Ranger District) in the mountainous northern areas and the Sawtooth National Forest in the east. These lands provide extensive recreational opportunities, including over 500 trails and 250 lakes. This region has experienced a resurgence of tourism, supported by populations of the Treasure and Magic Valleys. The tourism is focused on outdoor thrills and peaceful retreats, offering hiking, fishing, and visiting hot springs in communities of Pine, Featherville, and Atlanta. Growth and development activities in recent years have seen a surge of weekend homes, vacation rentals, and recreational vehicle living related applications.

North Region		
Economic Development & Resilience (EDR-N)	**Land Use & Community Design (LUD-N)**	**Conservation & Natural Resources (CNR-N)**
EDR-N-1: Support Elmore County Rural Economic Development Board in promoting recreation-based and small-scale tourism-related opportunities consistent with infrastructure capacity and environmental considerations. **EDR-N-2**: Work with state legislators to establish an Auditorium District, which would generate additional revenue to avoid undue burden of recreational activities on the county's taxpayers. **EDR-N-3:** Develop an ordinance that requires all Short-Term Rental (STR) owners to acquire a Business License for a small fee to ensure their declaration of compliance with safety standards, taxation requirements, emergency access	**LUD-N-1:** Require enhanced review procedures, including Conditional Use Permits, Development Mitigation Agreements, and other mitigation tools where applicable, to evaluate development proposals for compliance with hillside, floodplain, wildfire mitigation, and infrastructure capacity requirements. **LUD-N-2:** Support low-density developments and recreational activities in appropriate designated areas and work with federal agencies to reduce dispatch calls from rugged remote areas. **LUD-N-3:** Provide land use or procedural incentives to the development proposals	**CNR-N-1:** Conserve and protect the South Fork Boise River system, its tributaries, Anderson Ranch Reservoir, Forest Service–managed lands, mountain ecosystems, and other significant natural resources by preventing incompatible land use encroachment and coordinating with federal and state agencies responsible for public land and water management. **CNR-N-2:** Coordinate with state and federal land managers regarding mining and timber harvest activities to ensure compatibility with wildfire risk reduction, watershed protection, and community safety objectives. **CNR-N-3:** Collaborate with transportation agencies to evaluate development of multi-

North Region		
Economic Development & Resilience (EDR-N)	**Land Use & Community Design (LUD-N)**	**Conservation & Natural Resources (CNR-N)**
provisions, and neighborhood compatibility. **EDR-N-4:** Explore user-based funding or other traffic mitigation financing tools to mitigate seasonal recreation demands on local roads and emergency services. **EDR-N-5:** Work with ITD and Mountain Home Highway District to provide new highway signage along I-84 and Highway 20 to give identity and visitor directions to the Pine, Featherville, Fall Creek, Prairie, and Atlanta Communities. **EDR-N-6:** Support development of a full-service rest area with turn lanes, public restrooms, and wastewater disposal site, at the junction of Pine/Featherville Road and Highway 20 for visitors.	that provide attainable workforce housing in this recreational region. **LUD-N-4:** Review all construction activities on hillside (15% or more cut or fill) and in floodplains to ensure compliance with the county, state, and federal regulations, which may include engineering data and maps from an Idaho Certified Engineer. **LUD-N-5:** Support establishment of a Fire Protection District to enhance structural fire response capability; in its absence, require new development to incorporate wildfire mitigation measures and defensible space standards. **LUD-N-6:** Collaborate for grants applications and other funding opportunities to assist communities with infrastructure improvements, workforce housing, and directional signage.	use pathways between Pine, Featherville, and Fall Creek that support recreation access and support the Area 20 Snowmobile Groomer Advisory Board for snow trail grooming. **CNR-N-4:** Coordinate with the U.S. Forest Service regarding campground capacity, dispersed camping activities and management, and seasonal access to public lands. **CNR-N-5:** Require compliance with NFIP and FEMA floodplain regulations as well as applicable County, State, and Federal standards for development within mapped flood hazard areas. **CNR-N-6:** Support Forest Management Practices in coordination with federal agencies, that reduce wildfire risk, protect watersheds, and maintain forest health.

East Region Objectives

The East Region of the County is supported by robust irrigation-dependent agricultural operations along Snake River, around the city of Glenns Ferry and the surrounding Hammett and King Hill communities. The region features a mixture of large-scale commercial farming and specialized agricultural operations within approximately 12,000 acres, supported by King Hill Irrigation District. The East Region's climate and soil are well-suited for high-yield, diverse crop production, with a strong emphasis on water management and sustainability. The region supports a majority of the potato, onion, sugar beet, alfalfa hay, and corn production in the County. In addition, specialty and organic farming are prevalent along with family farming and animal operations supported by boutique vacation rentals, horse training facilities, wedding venues, wineries, and/or restaurants.

The East Region is very sparsely populated and residents in this region enjoy their large lot rural lifestyle supported by a sustainable agricultural industry and rolling green hills. The

City of Glenns Ferry's Comprehensive Plan aims to prevent overcrowding and protects the city and its surrounding areas from natural hazards such as flooding in Snake River and Little Canyon Creek.

The County, especially the East Region, is known for high wind velocity supported by rolling hills. As a result, this region has seen a surge of development proposals in recent years that generate energy from alternative sources such as wind and solar and store them in lithium-ion batteries. The area currently hosts approximately 100 wind turbines and recent development proposals are poised to add more in the future.

East Region		
Economic Development & Resilience (EDR-E)	**Land Use & Community Design (LUD-E)**	**Conservation & Natural Resources (CNR-E)**
EDR-E-1: Support Elmore County Rural Economic Development Board in promoting agritourism, recreation, value-added agriculture, and small boutique developments. **EDR-E-2:** Promote agritourism and recreational uses that provide supplemental income for family farms and agricultural operations while maintaining the primary agricultural use of the land. **EDR-E-3:** Coordinate with Boise State University, College of Western Idaho, and College of Southern Idaho to expand the adult and university level coursework at the Glenns Ferry School District and the city. **EDR-E-4:** Support the City of Glenns Ferry and Idaho Transportation Department in advancing its Interstate Underpass Project that resolves a unique traffic challenge to economic development due to location of two main Union Pacific rail lines. **EDR-E-5:** Encourage stable and sustainable economic and population growth that aligns with water availability, agricultural productivity,	**LUD-E-1:** Require enhanced review procedures for large utility scale developments, to include Conditional Use Permits, Development Mitigation Agreements, Decommissioning Requirements, and other mitigation tools where applicable, to mitigate their impacts on rural character, water resources, and agricultural operations. **LUD-E-2:** Support rural residential and mixed uses around King Hill and Hammett communities and create additional opportunities for agritourism industry to flourish along I-84 corridor. **LUD-E-3:** Work with Elmore County Rural Economic Development staff to ensure that new development applications, especially those that are requesting commercial, industrial, or recreational uses, provide directional signs for visitors. **LUD-E-4:** Establish an Ad Hoc Committee to review fairground operations and consider development of a fairground master plan. **LUD-E-5:** Collaborate for grants applications and other funding opportunities to assist King Hill, Hammett, and Glenns Ferry with	**CNR-E-1:** Conserve and protect the Snake River corridor, associated irrigation systems, productive agricultural lands, and groundwater resources to sustain the region's agricultural economy and ecological health. **CNR-E-2:** Develop a new Community Park along the Snake River on the County owned land that attracts additional visitors, supports camping activities at the Three Rivers Crossing State Park, and serves community members. **CNR-E-3:** Work with the Idaho Department of Water Resources to promote watersports and related tourism activities in and around Snake River. **CNR-E-4:** Require additional technical analyses for development proposals along the Snake River, and if need be, require Conditional Use Permit, to evaluate and mitigate impacts on floodplains, water quality, natural habitat, agricultural operations, and irrigation infrastructure. **CNR-E-5:** Protect critical winter ranges for big games hunting, particularly in Game Management Unit #45 around Mount Bennett, which is known as big mule deer and Elk hunting area.

East Region		
Economic Development & Resilience (EDR-E)	**Land Use & Community Design (LUD-E)**	**Conservation & Natural Resources (CNR-E)**
and protection of the Snake River corridor.	additional public services with fire or sheriff station, or engines in the meantime, and directional signage.	

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ELMORE COUNTY
COMPREHENSIVE PLAN

Chapter V

Land Use Policies and Implementation

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Land Use Policies

Land use issues in Elmore County are unique since the County is so large and geographically diverse. Therefore, Envision Elmore County Comprehensive Plan utilizes three distinct regions (West, East, and North) and defines three region specific goals - Economic Development and Resilience, Land Use and Community Design, and Conservation and Natural Resources in **Chapter IV**. A countywide future land use map, region specific overlays, and associated policies of this chapter implement these goals to ensure that the County conserves its natural resources while allowing for the expansion of cities, communities, and economic activities in light of current and expected water availability.

Countywide Future Land Use Map

Population projections prepared for this Comprehensive Plan indicate the need for more housing, a variety of housing types, and diverse economic activities in unincorporated Elmore County to support military installations and other industrial growth in Southwestern Idaho. The residents, through public outreach efforts and representation of the Advisory Committee, want to ensure that future growth and development happen in an orderly and sustainable manner without disrupting existing communities or the character of the county. As discussed in the planning goals of Chapter 4, the community members wish to welcome future growth and development in a deliberate and sustainable manner, prioritizing rural development in or near existing rural communities, urban and mixed use developments within approved Planned Communities (**Attachment 1** & **2**), specialized or industrial developments within defined geographic areas, and more suburban growth and Planned Unit Developments within Areas of City Impact. In accordance with Idaho Code Section 67-6508, the Comprehensive Plan Land Use Component provides a map "indicating suitable projected land uses for the jurisdiction" that ties in all statutory components of the Comprehensive Plan.

A Future Land Use Map (FLUM) has been prepared (refer to **Figure 4**) after a robust public outreach schedule. The FLUM is largely based on the 2014 Comprehensive Plan's Future Land Use Map and deviates from it in the following manner.

- The Future Land Use Designations on the FLUM are carefully reviewed and revised, in certain areas, where community members or county staff have identified a need.
- A Future Land Use Designation of Areas of City Impact has been added to promote growth by offering flexibility of land uses based on availability of municipal

services and roads and to avoid unnecessary regulatory hurdles for development proposals.

- The Future Land Use Designations are supplemented with a series of Overlays which provide additional policy guidance for community-specific design, natural resource protection, or to support a special use or purpose where existing development trends require supplemental considerations.

The Future Land Use Designations are depicted on a county-wide FLUM (Figure X) and described in Table V.I below. Some of the overlays are also depicted on the county-wide FLUM as well as region-specific FLUM for better clarity (Figures 5, 6, and 7). Each of the region-specific overlays and their land use policies are further described within their respective regions. It should be noted that Wildfire Urban Interface Overlay spans over all three regions of the county, and, therefore, its purpose and policy considerations are depicted in **Table V.1** below.

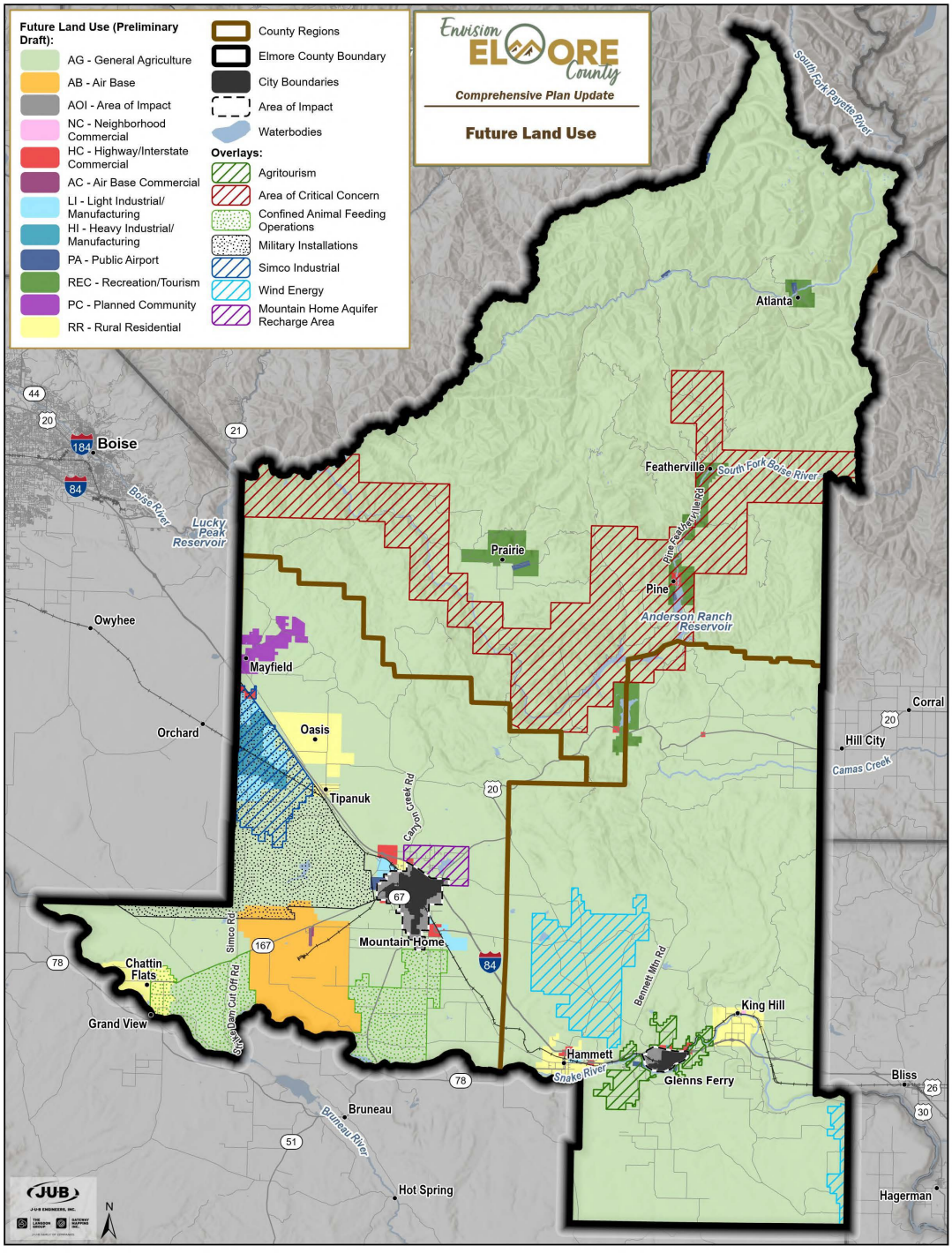
Table V.1: Future Land Use Designations and Wildfire Urban Interface

General Agriculture (Ag)	
Purpose	**Policy Considerations**
The **"Ag"** land use designation is applied to most land areas. It contains areas of productive irrigated croplands, grazing lands, forestland, mining lands, public lands as well as rangeland and ground of lesser agricultural value.	Future development should prioritize compatibility with agricultural operations and be reviewed with Ag Zoning Classification.
Rural Residential (RR)	
Purpose	**Policy Considerations**
The Rural Residential **"RR"** designation specifically set aside residential development and a mixture of neighborhood supporting secondary land uses that are near or adjacent to Areas of City Impact or near existing communities that are generally compatible with the existing agricultural uses.	Future development should prioritize compatibility with existing communities and be reviewed with RR-MU Zoning Classification.
Recreation / Tourism (Rec)	
Purpose	**Policy Considerations**
Lands or areas within specific communities, which are designated "**Rec**", reflect the demand for recreation and tourism-related developments including public and private resorts, recreation services, primary and secondary residential development, commercial services, and business development.	Future development should provide design flexibility with a focus on pedestrian-friendly environment and connection to open spaces and be reviewed with REC Zoning Classification.

Neighborhood Commercial (NC)	
Purpose	**Policy Considerations**
The Neighborhood Commercial (NC) designation is designed to permit small-scale general neighborhood serving commercial use and promote community-based commercial uses such as dry-cleaning, restaurants, coffee-shops, close to residential areas.	Future development should consider walkability and connectivity to existing neighborhoods and be reviewed with C-1 Zoning Classification.
Highway/Interstate Commercial (HC)	
Purpose	**Policy Considerations**
The Highway/Intestate Commercial ("HC") designation is provided to accommodate large or intensive commercial and/or business establishments that are typically oriented to a major roadway or freeway interchange.	Future Development should avoid strip-mall and be reviewed with C-2 Zoning Classification.
Light Industrial/Manufacturing (LI)	
Purpose	**Policy Considerations**
The Light Industrial/Manufacturing designation is directed towards general industrial needs of the County consisting of general commercial, light manufacturing, processing, warehousing, auto repair, and other clean industrial uses with easy access to railroads and highway systems.	Future Development should provide clean and quiet operations within enclosed structures or fenced yards and be reviewed with M-1 Zoning Classification.
Heavy Industrial/Manufacturing (HI)	
Purpose	**Policy Considerations**
The Heavy Industrial designation is specifically established for heavy manufacturing and processing industries. These uses are essential for economic growth but place heavy infrastructure and service burden on the county and could become major drivers of environmental degradation.	Future development should be with engineering and technical studies, and development mitigation agreements, and be reviewed with M-2 Zoning Classification.
Air Base Commercial (ABC)	
Purpose	**Policy Considerations**
The Airbase Commercial designation is designed to allow for commercial uses in the Mountain Home Airforce Base's safety zone and restrict encroachment of residential uses for safe landing of aircrafts while allowing for the best use of private lands with significant restrictions in terms of allowed uses.	Future development should be reviewed with the MHAFB and be implemented through ABC Zoning Classification.
Airbase (AB)	

Purpose	Policy Considerations
The Airbase Zone designation is established for land surrounding the Mountain Home Airforce Base. Although very low density residential uses are allowed within this land use designation, density and intensity restrictions apply due to hazards associated with the base operations.	Future development should be reviewed with the MHAFB staff and be implemented though AB Zoning Classification.
Area of City Impact (ACI)	
Purpose	**Policy Considerations**
The Area of City Impact designation is designed to promote flexibility of land uses within established Areas of Impact based on availability of municipal services and roads and to avoid unnecessary development review steps for viable development proposals.	Future development should provide evidence of city services/commitments and be considered with multiple Zoning Classifications.
Planned Community (PC)	
Purpose	**Policy Considerations**
The Planned Community land use designation is specifically designed to accommodate small town or urban type development that is self-sustainable and self-supporting, that places values and emphasis on community character, that provides a sense of place characterized by a variety of land uses and housing opportunities, community connectivity, conservation of open space, developed parks, and preservation of environmental and historical elements.	Future development should not negatively affect existing communities, businesses, surrounding land uses, environment, or fiscal health and be implemented through PC Zoning Classification.
Planned Unit Development (PUD)	
Purpose	**Policy Considerations**
The Planned Unit Development (PUD) land use designation is specifically designed to allow flexibility in land uses, site design and dimensional standards to develop residential, commercial, office and/or light industrial uses not allowed individually within a specific land use designation or zoning existing zoning classifications. These are normally allowed in the Areas of City Impact.	Future development should not negatively affect existing communities, businesses, surrounding land uses, environment, or fiscal health and be implemented through PUD Zoning Classification.
Wildfire Urban Interface (WUI) Overlay	
Purpose	**Policy Considerations**
The Wildfire-Urban Interface (WUI) is where residential, commercial, industrial, or infrastructure growth and development meets or intermingles with undeveloped wildland vegetation as identified by the Hazard Mitigation Plan.	Future development should provide evidence of city services/commitments and be considered with multiple Zoning Classifications.

Figure 4: Countywide – Future Land Use



West Region: Future Land Use Map and Overlays

A more focused Future Land Use Map of the West Region is provided as **Figure 5** and identifies overlays that fall within this region. The following narrative describes those overlays and respective policies for each.

Simco Road Industrial Overlay

Purpose

Growth and development within the geographic boundaries of Simco Road Industrial Overlay need policy guidance to ensure that this area and its industries continue to thrive in a safe and environmentally-sustainable manner without adversely impacting the county's public services.

Background

The 2014 Comprehensive Plan designated Simco Road District as the industrial corridor of Elmore County. Since then, this area has seen a significant amount of industrial and commercial uses including RV storage, solar farms, bulk fireworks sales, steel trusses manufacturing, an auto shredder facility, a medical waste processing facility, industrial wastewater evaporation ponds, tire recycling facilities, and a dairy. After 2024, industrial growth in this overlay reignited after Republic Service took over Idaho's only privately owned municipal landfill (formerly Simco Road Landfill) which had witnessed decades of state and local code violations. Republic Service started remediation of those violations in 2025 and resumed operations as the Sawtooth Regional Landfill in 2026. The overlay currently has development proposals of utility scale industrial uses including alternative energy generation through solar and natural gas, a rail transfer station, industrial wastewater facility expansion, an auto-shredder residual landfill, an industrial subdivision for data centers, and a casino.

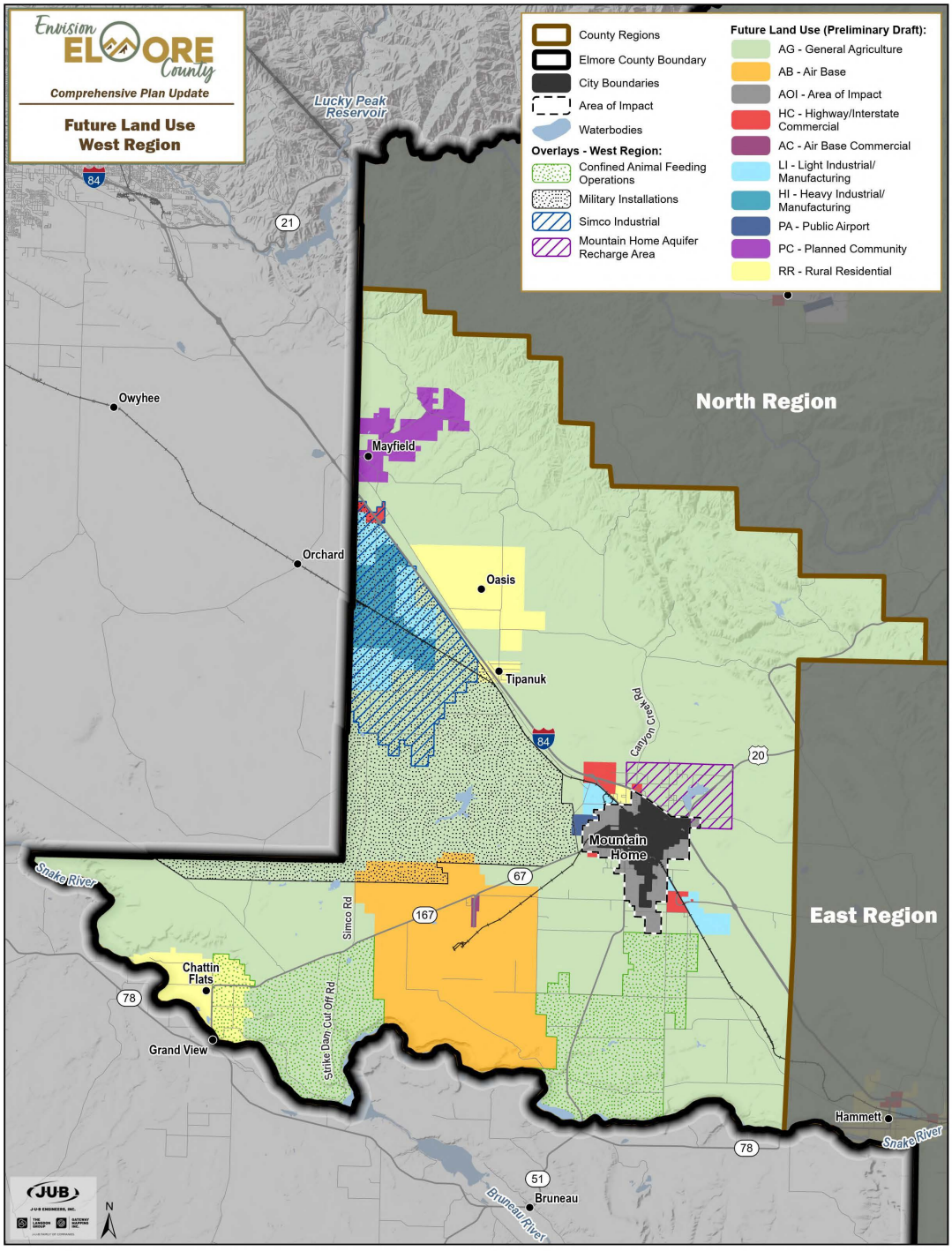
Policies

1) The County will support the use of Light Industrial, Heavy Industrial, and Agriculture land use designations interchangeably with a Zoning Map Amendment on a case-by-case basis based on land ownership and proposed uses.
2) The County will prohibit any new residential development to avoid human exposure to environmental impacts of heavy industries.
3) The County will consider heavy industrial uses after following a detailed CUP procedure, which may include a Development Mitigation Agreement and

Decommissioning Requirements, Closure/Post Closure Plans, and financial assurances to mitigate for the environmental, social, and fiscal impacts identified in the proponent's engineering analyses and environmental studies.

4) The County will consider CAFO developments on a case-by-case basis.
5) Future development applications will propose mitigation for dust, odor, and noise impacts and utilize best management practices for their abatement.
6) Future development applications will protect ground and surface-water to include floodplains, creeks, drains, and washes from incompatible land use encroachment and development of industrial uses.
7) Future development applications will provide Wildfire Management Plans or wildfire mitigation tools to protect the foothills or surrounding areas from incompatible land use development and will be required to maintain fire breaks around the use.
8) The County and development community will work with Idaho Transportation Department and Mountain Home Highway District to support expansion of Simco Road as the north-south connector between I-84 and Highway 67 and as needed to support development applications.
9) The County and development community will work with Mountain Home Highway District to improve local access to every future development and to provide road improvements that support year-round use.
10) The County will require all large-scale future developments along Simco Road to conduct a Traffic Impact Analysis that accounts for cumulative impacts of all development within this overlay and provides construction, operation, and decommissioning traffic data along with growth forecast for the proposed use.
11) The County and development community will work with Idaho Power to continue to evaluate and expand the electrical systems to support all proposed uses that generates heavy electricity demand.

Figure 5: West Region – Future Land Use



Military Installations Overlay

Purpose

As development interest continues to extend south and east of Boise and to the west of Mountain Home, an overlay is needed around Camp Orchard and its Simco Training Area to implement the Joint Land Use Study (JULS) recommendations and to ensure that growth and development occur in a compatible manner to this mission-critical area of Elmore County.

Background

Mountain Home Air Force Base (MHAFB), located in Elmore County is home to the 366th Fighter Wing, which received $0.9 billion in defense spending in 2023, covering salaries, contracts, and construction. The Idaho National Guard (IDNG) includes Army and Air National Guard units and the Camp Orchard training area, which are also located in and around Elmore County and are critical to local, regional, and state economies, contributing over $658 million annually to the state's economy and supporting more than 8,120 jobs. Elmore County has long realized the importance of military installations to the community and the nation. In the 1970s Elmore County implemented Zoning and Development regulations on property that surrounds the Airforce Base in order to limit residential encroachment. Many of these zoning classifications and associated restrictions are still in place today in the Zoning and Development Ordinance, providing support to the Airforce Base Operations and military training areas. The West Region objectives and the Future Land Use Map recognize the importance of these regulations and are re-committing to implementing them in the future.

The State of Idaho Commerce Department completed a Joint Land Use Study ("JLUS") in August of 2010. The study recommended that the County implement additional goals and policies for the areas in Elmore County that are close to the Camp Orchard training complex. The County has remained an active partner in JLUS meetings and continued to remain committed to these military installations and associated military training lands. The Idaho National Guard recently expanded its Camp Orchard training complex on approximately 28,430 acres in Elmore County on BLM grounds, for providing mission critical maneuver training areas and range facilities for ground and air operations, supporting military training from all Services within the Department of War. This area is commonly referred to by the IDNG as the Simco Training Area of the Camp Orchard training complex.

Policies

1) The County will ensure that future land uses are compatible with the continued operations of Camp Orchard Training Complex, Mountain Home Airforce Base, and Simco Training Area to avoid risk to life, property and the well-being of

existing and future residents from hazards associated with fixed wing and rotary aircraft operations, artillery operations and training, and air-to-air and air-to ground trainings.

2) The County will coordinate with local jurisdictions, agencies, organizations, and Native Indian Tribal Governments to confirm that their plans and operations are consistent with the military installations.
3) Future development applications will include outdoor light fixtures to be directed/shielded downward and screened to avoid nighttime lighting spillover effects on adjacent land uses and nighttime sky conditions.
4) Future development applications that include, but are not limited to, the following uses, will be reviewed by the IDNG and MHAFB to determine their impact on aircraft take-offs and landings as well as all other ground training:
    a. That emit dust and smoke into the air which would impair visibility.
    b. That produce light emissions, glare, or flashing lights, which could interfere with pilot vision;
    c. That propose towers or chimneys that require variance from maximum height limitation of underlying zones.
    d. That interfere with radio or microwave signals of aircraft communications or navigation; and
    e. That directly or indirectly attract birds or waterfowl that they would pose a danger to aircraft operations.
5) The County will ensure that the development community provide real estate disclosures to notify potential buyers or renters about appropriate noise, safety, and glare related information.
6) Elmore County, Idaho National Guard, and Mountain Home Airforce Base will provide on-going training opportunities to the Land Use and Building Department staff to maintain their awareness of the latest technology and regulations concerning military compatibility issues.
7) Future development applications may be required to provide avigation easements for safety of people around MHAFB, Camp Orchard, and Simco Training Area.
8) The County will continue to participate in Joint Land Use Study (JLUS) Meetings to ensure that future development proposals are discussed with military personnel at earlier stages.

North Mountain Home Aquifer Overlay

Purpose

The West Region is dry and arid, with very limited surface and ground water available to support future growth and development. The City of Mountain Home and residents of the North Mountain Home Aquifer Recharge Overlay have requested supplemental regulations to require greater density restrictions and technical analyses to understand future development proposals' impact on the groundwater availability and quality.

Background

The North Mountain Home Aquifer Recharge Overlay encompasses lands northwest of the City of Mountain Home where Elmore County conducts managed aquifer recharge using seasonal flood flows from Canyon Creek. Recharge activities occur in permitted gravel pits and associated facilities and represent a core component of the County's long-term aquifer stabilization strategy. This area lies within the Mountain Home Groundwater Management Area and contributes directly to efforts to offset a documented annual groundwater deficit affecting municipal, agricultural, industrial, commercial, and domestic users.

Land use patterns within the overlay can directly influence recharge effectiveness, groundwater quality, and long-term water supply reliability. Increased residential density, additional domestic wells, and expanded septic system use have the potential to reduce infiltration capacity, increase groundwater withdrawals, and elevate risks to groundwater quality. Because recharge infrastructure functions as a form of regional public water supply infrastructure, land use decisions within this overlay require careful evaluation to ensure compatibility with ongoing recharge operations and broader aquifer management objectives. This overlay establishes additional review standards to ensure that subdivisions, density increases, and infrastructure development are consistent with groundwater protection, recharge preservation, and the County's long-term water sustainability goals.

Policies

1) The County will utilize a Community Development Overlay of the Zoning Ordinance and its development standards to implement the intent of this overlay.
2) The County will require a Conditional Use Permit for all future developments that wish to subdivide existing parcels into 5 acre or larger lots to ensure that adequate areas are available for groundwater recharge.
3) The County will require a Conditional Use Permit and additional technical analyses conducted by Idaho Licensed Engineer for all future developments that want to

subdivide existing parcels into 5 acre or smaller lots to understand the proposal's impact on groundwater quality and quantity.

4) The County will consult with the County Engineer and Central District Health to receive their recommendations prior to making a decision.
5) The County may require installation of Central Sewer System, especially for lots smaller than 5 acres, to ensure that residential density does not adversely impact the groundwater quality of this overlay.

Confined Animal Feeding Operations Overlay

Purpose

Elmore County is a highly successful agricultural producer and is one of the top county producers of cattle, calves, other livestock, poultry, and dairy production. The Confined Animal Feeding Operations (CAFO) Overlay is designed to support and promote this economic driver of the County.

Background

The Snake River Basin, particularly the Eastern and Middle Snake River Plains in southern Idaho, contains an extremely high density of CAFOs. Idaho ranks third in the nation for dairy cows, with the vast majority of these animals housed in massive industrial-scale facilities where up to 100,000 cows/calves may be located on a single CAFO site. The Grand View CAFO, owned by the J.R. Simplot Company, is one of the largest in the United States and is located in Elmore County. Based on United States Department of Agriculture 2022 Census, the County has 137 cattle and calf facilities, 6 hog and pig facilities, 20 sheep and lamb facilities, 61 poultry facilities, and 30 goat facilities.

The hydrological connection between CAFOs and the Snake River (and the Snake River Plain Aquifer), the sole drinking water source for one-fifth of Idahoans, means that pollution in one affects the other. Runoff and seepage from manure lagoons of CAFO operations introduce high levels of nitrates, phosphorus, and pathogens like E. coli and Salmonella. A typical 1-acre manure lagoon could discharge roughly 8,313 gallons of waste daily into the subsurface. The EPA have noted that many large CAFOs in Idaho have historically operated without the Federal Clean Water Act permits or State Beef Cattle Environmental Control Act, often making land use decisions to remain outside federal and state regulatory participation.

Policies

1) The County will require a Conditional Use Permit and CAFO Permit applications to be processed concurrently for any new CAFO, expansion of an existing CAFO, or material change to an existing CAFO.
2) The County will request the formation of a CAFO Site Advisory Committee to be formed by the Idaho State Department of Agriculture prior to the Planning and Zoning Commission considering any Conditional Use Permit and CAFO Siting Permit for any CAFO proposal.
3) Limit CAFOs to agricultural zones and prohibit CAFOs in residential, commercial, or environmentally sensitive areas.
4) The County will require a site specific Nutrient Management Plan, developed by an Idaho Licensed Engineer, and approved or tentatively approved by the Idaho State Department of Agriculture to be submitted with the CUP and CAFO applications. If tentative approval from Idaho State Department of Agriculture is provided with the Applications, final approval will be required prior to the issuance of an Operations Permit for the CAFO. The Nutrient Management Plan may be made confidential in accordance with Idaho State Code.
5) The County will require the approved CAFO to submit documentation demonstrating compliance with all applicable NPDES requirement, including proof of NPDES permit coverage, Notice of Intent (NOI) filings, nutrient management obligations under the permit, and any correspondence from state or federal agencies determining permit applicability.
6) The County will require periodic review and reports to ensure that approved CAFOs are continuing operations in compliance with County regulations.
7) The County will require the submittal of state and agency approvals (or "no permit required" determinations) before issuance of county operation permits.

North Region: Future Land Use Map and Overlays

A more focused Future Land Use Map of the North Region is provided as **Figure 6** and identifies one overlay that falls within this region. The following narrative describes the overlay and respective policies.

Area of Critical Concern Overlay

Purpose

The Comprehensive Plan strives to protect and preserve the unique features and land characteristics in and around the South Fork of Boise River that has been designated for

additional hillside, wildlife, fire protection, and floodplain considerations. The Overlay requires special land use review and technical analyses to fully evaluate any future development proposals.

Background

The Areas of Critical Concern Overlay includes land on both sides of the South Fork of the Boise River (reservoirs included) and part of the Fall Creek and Smith Creek drainage. These areas contain the critical winter and summer range for wildlife, as well as the summer range for livestock. Within the overlay, some soils are classified as highly erosive and there are slopes that are too steep for active use. The County reserves this overlay to protect human beings from natural environment and vice-a-versa by following best management engineering practices.

Policies

1) Future development applications will protect the Anderson Ranch Reservoir, the South Fork of the Boise River and all waterways from incompatible land use encroachment and development.

2) Future development applications will be reviewed by the County Engineer to create safe and welcoming built environment for any tourism-related activities, which will attract more visitors and residents.

3) Future development applications will take into account and promote better management of the soil, water, natural resources, and historic sites.

4) Future development applications will recognize that flood zones are a potentially hazardous area for development and ensure that all development done in flood zones complies with all Federal, State and County regulations.

5) Any property owner or the development community will not cut or fill any hillside above 15% slope without prior approval from the County Engineer or Building Official.

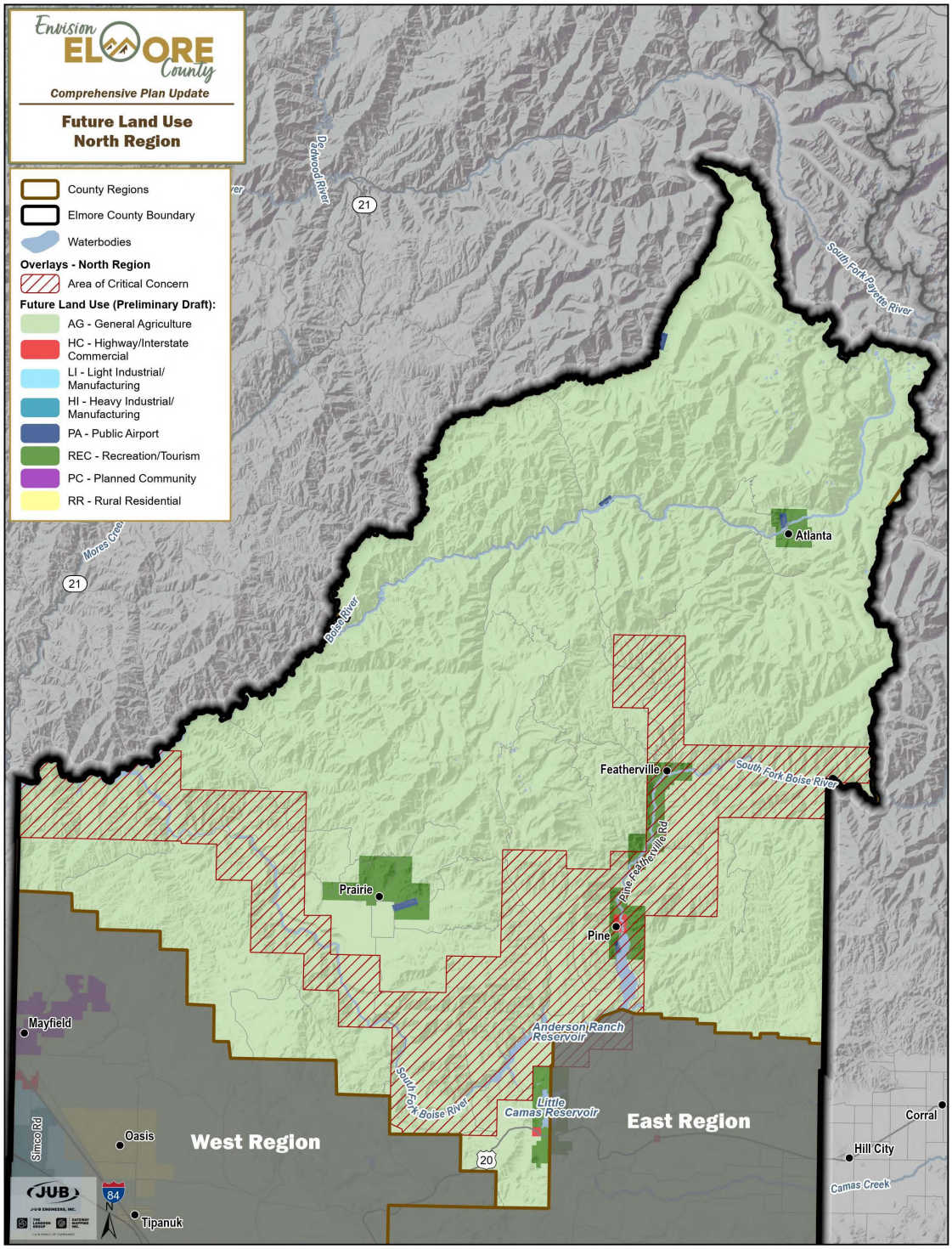
6) The County will support the development community if they want to conduct land swaps with federal agencies in order to create developable land parcels for tourism related activities.

7) The County and development community will take every action possible to protect the South Fork of the Boise River watershed to preserve water quality and quantity for future generations to enjoy.

8) The County and development community will work with the US Forest Service to open gates to public lands for giving the residents and visitors opportunity to access the South Fork of Boise River in spring, summer, and fall seasons.

9) Future development applications will provide Wildfire Management Plans or wildfire mitigation tools to protect the mountain ranges around South Fork of Boise River from incompatible land use development and to encourage re-vegetation to occur after wildfires.

Figure 6: North Region – Future Land Use



East Region: Future Land Use Map and Overlays

A more focused Future Land Use Map of the East Region is provided as **Figure 7** and identifies Overlays that fall within this region. The following narrative describes those Overlays and respective policies for each.

Wind Energy Overlay

Purpose

The Wind Energy Overlay is designed to provide additional policy guidance to support wind turbines in this unincorporated area. It recognizes the climatic advantage and existing presence of wind turbines in the area and promotes further development of the turbines here to avoid negative visual impacts in other areas of the County.

Background

Wind turbines require high wind velocity because electricity generation increases by the cube of wind speed, meaning doubling the wind speed generates eight times the electricity. Hilly areas are ideal for wind turbines because hills act as natural physical accelerators, increasing wind speed and allowing turbines to harness more energy. This overlay provides for both these site characteristics and, as a result, this area has witnessed significant growth in the energy generation sector. Idaho Power is the provider of electricity in the southern half of the county and is supportive of such development proposals to reduce their own dependence on traditional energy sources.

Policies

1) The County will support wind energy generating facilities only in this Overlay along with associated battery storage on case-by-case basis after ensuring power purchase agreements.

2) The County will enforce Zoning Ordinance required setbacks for existing and future residences and expect visual impact analyses from the future development applications to identify visual impacts on the surrounding communities.

3) The County will allow consideration of these uses in compliance with the Zoning Ordinance, only after following a detailed CUP procedure, which may include a Development Mitigation Agreement and Decommissioning Requirements, supported by engineering analyses and environmental studies.

4) Development application will provide compatibility determination from MHAFB, IDANG, and the City of Mountain Home and City of Glenns Ferry public airport operators for all towers and tall structures exceeding the building height regulations of the Zoning Ordinance.

5) The County and project proponents will work with Idaho Power to establish clear expectations for power transfer, including required substations and on- or off-site power connections from the future development applications.

6) Future development applications will propose dust control and dust abatement practices during construction, operation, maintenance and decommissioning phase of the proposed use's life cycle.

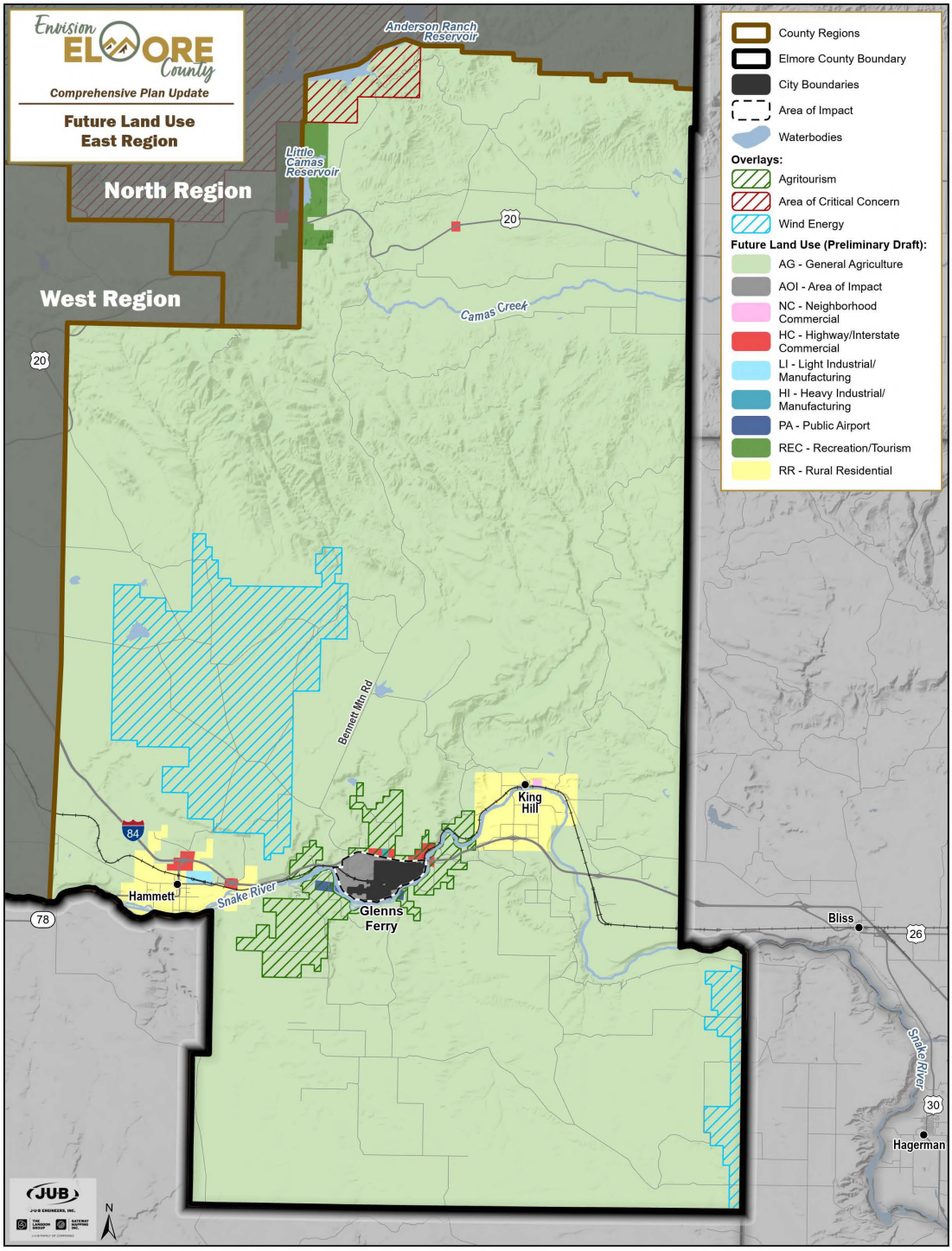
7) Future development applications will propose mitigation for groundwater, floodplains, creeks, drains, washes, and wildlife from incompatible encroachment during Construction, Operation, and Decommissioning of the use and follow the guidance of County Engineer.

8) Future development applications will provide Wildfire Management Plans or wildfire mitigation tools to protect the foothills and to maintain fire breaks as required by the County Engineer.

9) The County and development community will work with Idaho Transportation Department, Mountain Home Highway District and Glenns Ferry Highway District to review and improve access to each development proposal to ensure access for emergency responders.

10) The County will require future development applications to build and maintain all-weather roads to improve local access to every new development and to provide road improvements that support year-round use by the emergency responders.

Figure 7: East Region – Future Land Use



Agritourism Overlay

Purpose

The Agritourism Overlay is a specialized planning tool of this plan applied to privately owned lands along I-84 near the city of Glenns Ferry, between the communities of Hammett and King Hill. Its purpose is to support farmers and family-owned agricultural operations to host commercial, educational, or recreational activities that would generate additional income to substitute and sustain family-farms and agricultural operations for future generations.

Background

Elmore County farmers are among some of the top agricultural producers in the state and play an integral role in the region's economy, contributing 14% to the County's total gross regional product, as identified in the Socioeconomic Report. The County encompasses 284 farms comprising 296,190 acres, averaging just over 1,000 acres per farm. Both the number of farms and the amount of acreage operated has decreased from 2017 to just under 20%. Over a ten-year period (2012 to 2022), the numbers of every size farm except the very small, have declined by 20% or more.

It is important that the County provides supplemental income opportunities to its agricultural producers in order to survive and thrive within the King Hill Irrigation District. Due to rolling green hills and water supply from Snake River, these communities in the East Region have requested this type of planning tool. The County has also seen an increase in proposals for such uses in recent years from farmers, residents, and visitors alike.

Policies

1) The County will use Recreation Zoning Classification to review development applications within this Overlay, regardless of the Future Land Use Designation of the parcel.

2) The County will encourage Elmore County Rural Economic Development staff to seek grant funding to develop a specific area plan for this overlay that promotes agritourism and economic activities while protecting rural communities, agricultural lands, and heritage of this region.

3) Commercial, recreational, and educational uses that meet the intent of this overlay, but are not listed in the Zoning Ordinance, may be considered with a Conditional Use Permit, as long as the future development applications meets parking, traffic, noise, safety, and operational hours to manage the impact on surrounding areas. These uses include, but

are not limited to, pick-your-own farm operations, corn mazes, farm tours, farm stands, restaurants, hot-air balloon rides, boutique wineries or breweries, bed and breakfast inns, dude ranches, equestrian training facilities, wedding or festival venues, and educational workshops.

4) The County will consider cluster developments in compliance with Zoning Ordinance to preserve open space, grazing and prime agriculture land.

5) Future development applications will be reviewed by the County Engineer in order to protect groundwater, floodplains, creeks, drains, washes and wildlife.

6) Future development applications will provide wildfire and wildlife mitigation tools to protect the rolling hills from incompatible land use development and to encourage re-vegetation after wildfires.

7) Depending upon its scope, future development applications may be required to be reviewed by Central District Health and develop community water or wastewater systems to conserve water and its quality.

8) The County and development community will work with Glenns Ferry Highway District to improve local access to every new development and to provide road improvements that support year-round use and access to emergency responders.

9) The County and Rural Economic Development staff will work with Glenns Ferry Highway District and Idaho Transportation Department to install directional signs/message boards to provide useful visitors information.

10) Future development proposals will be evaluated to ensure water demand of the proposed use does not adversely impact existing surface water or groundwater users, including agricultural operations.

Countywide Implementation Priorities

The comprehensive planning process yielded direction from Elmore County residents, decision-makers, property and business owners, and other community representatives, which resulted in the Vision, Goals, Objectives, Future Land Use Map, Future Land Use Designations, Land Use Overlays, and Land Use Policies.

It is important to recognize that the county's population will continue to grow, and development patterns will shift based on market conditions in the future. Therefore, this plan and its implementation priorities need to be adjusted over time. Countywide implementation priorities support the vision, goals, and objectives of Envision Elmore

County Comprehensive Plan and establish a clear road map for the changes desired in the years to come.

1) The primary focus of the Comprehensive Plan is the adoption of a Future Land Use Map and policies, which provide the basis for a Countywide Zoning Map and Zoning Ordinance requirements to implement the Comprehensive Plan through the development review processes of the Land Use and Building Department ("LUBD" or "Department"). Following adoption of this plan, the Department plans to process a Zoning Ordinance Amendment for the Text and Map to ensure that "zoning districts are in accordance with the policies set forth in the adopted comprehensive plan" as stated in Section 67-6511 of the Idaho Code. In the future, the Department will monitor and update the Comprehensive Plan and Zoning Ordinance and Map on as-needed basis to accommodate the county's needs and growth trends.

2) Elmore County continues to prioritize implementation of a coordinated water supply strategy to address the estimated 40,000 acre-foot annual groundwater deficit in the Mountain Home Plateau Aquifer. Since 2018, the County has secured new recharge and supplemental irrigation water rights from Canyon Creek, the South Fork Boise River, and the Snake River; upgraded and expanded aquifer recharge facilities; advanced design of the South Fork Boise River pump station and pipeline; supported critical Mountain Home Irrigation District canal and tunnel repairs; and obtained approval of a 20 cfs Snake River permit for recharge and irrigation. Looking forward, the County's implementation priorities include completing final design, permitting, and construction of the South Fork Boise River Diversion Project; advancing the Snake River pump station and pipeline (Phase 1) and evaluating a larger Phase 2 project for conversions of groundwater-irrigated lands; pursuing additional storage and water right strategies; and evaluating formation of a managing district for long-term project ownership and operation. These coordinated actions are intended to reduce net groundwater withdrawals by more than 30,000 acre-feet per year; stabilize aquifer levels; and provide a sustainable foundation for municipal, agricultural, industrial, and military water demands in Elmore County.

3) To ensure a prosperous economy supported by public facilities and services, Elmore County has adopted the Development Impact Fees ("DIF") Studies and Capital Improvements Plans ("CIP") for Sheriff, Ambulance Services, and two of the three Fire Districts (**Attachment 3**). It is important to stakeholders of the County that growth and development pay for their fair share of community facilities and services, without burdening existing county facilities or reducing levels of services for its current taxpayers. Therefore, continued implementation and monitoring of DIF and CIPs are

necessary implementation priorities of the County. This includes entering into intergovernmental agreements with the cities of Glenns Ferry and Mountain Home to collect these fees within incorporated areas of the County.

4) To ensure that new growth at the western border of Elmore County occurs in an orderly manner, the county has adopted two Planned Communities (**Attachment 1** & **2**). Their orderly development and implementation are necessary to ensure that the County develops healthy and welcoming new communities while protecting its valuable natural resources. Furthermore, this area is going to be more urban with additional Planned Communities and subdivision proposals. Due to the large-scale nature of these developments, it is important to implement the Comprehensive Plan policies as well as follow the Zoning Ordinance requirements for planned communities to review and approve such proposals in the future.

5) Each overlay of this Comprehensive Plan requires its own set of technical knowledge and skillsets to implement them. As Elmore County continues to grow, the Department will continue to need highly skilled staff to support the growth and development envisioned in this Comprehensive Plan. The County decision-makers and the development community should rely on outside expertise, while it builds its own in-house capabilities, to ensure timely review of these development applications. Furthermore, coordination with its three Highway Districts and five Fire Districts is essential in ensuring public health, safety, and welfare. The County should continue integrating them into development review procedures.

6) While the County's West Region is already experiencing significant development interest, Elmore County will continue to support and empower the Elmore County Rural Economic Development Board to advance economic opportunities in the East and North Regions. These areas offer distinct and complementary visitor experiences, ranging from quiet rural retreats and heritage-based tourism in the East Region to outdoor adventure and recreation-based destinations in the North Region. With targeted implementation tools, these regions have the potential to support more diverse and resilient local economies, drawing from a population of approximately 1.2 million potential visitors within a 30-minute drive from Treasure Valley and Magic Valley.

7) Military installations are significant economic generators and vital to sustaining our nation's national security interests. Elmore County has supported, and will continue to support, their presence by allowing growth and development that is compatible with their operations. This Comprehensive Plan provides additional guidance to reinforce the county's commitment for collaboration with MHAFB, Camp Orchard,

and IDANG with Military Installation Overlay, and Air Base and Air Base Commercial land use designations (Figure XX). The Department will continue to participate in JLUS and other efforts of these entities to continue implementation of these tools of the Comprehensive Plan.

8) An implementation priority identified during the outreach efforts was the appropriateness of large-scale industrial, commercial, or residential developments and their impact on neighboring properties indicating the need for more rigorous development review standards. The Department is concerned about these utility-scale developments and their impacts, not only on the natural and built environment but also on the county's service demands. They have utilized some development review tools related to this priority in the past and will continue to refine them as best management practices and industry knowledge develop for these large-scale developments within Idaho's legislative framework.

Implementation Priorities by Regions

This section consists of three tables that list all objectives for three regions presented in **Chapter IV** by assigned entities and priorities; short-term priorities should occur within the next 5 years, mid-term priorities within 6 – 10 years, and long-term priorities beyond 10 years. The objectives requiring continued collaboration for successful implementation are those items that call it "ongoing" that are underway at present and need to continue throughout the plan implementation.

Each objective is numbered as in **Chapter IV** and now lists an agency or potential partners to accomplish its implementation. Acronyms used for listed agencies include:

BLM – Bureau of Land Management
BoCC – Board of County Commissioners
DEQ – Department of Environmental Quality
RED - Elmore County Rural Economic Development
EMA – Elmore County Emergency Management Agency
IDWR – Idaho Department of Water Resources
ITD – Idaho Transportation Department
LUBD – Land Use and Building Department
P&Z – Planning and Zoning Commission

West Region Implementation Priorities

West Region Implementation Priorities		
Economic Development & Resilience (EDR-W)		
Objectives	Agency	Priority
EDR-W-1: Coordinate with Boise State University and College of Western Idaho to expand the adult and university level coursework at the Mountain Home School District, city, and the Mountain Home Air Force Base to improve workforce that align with market trends.	BoCC, RED	Short-Term
EDR-W-2: Promote the continued viability of the Mountain Home Air Force Base, Orchard Combat Training Complex, Simco Road Training Area, and other Idaho National Guard operations.	BoCC, LUBD	Ongoing
EDR-W-3: Coordinate with Mountain Home Highway District and Idaho Transportation Department to improve Simco Road as a connector between Interstate 84 and State Highway 67 connecting the Mayfield-area planned communities to the Mountain Home Air Force Base.	BoCC, LUBD, MHHD, ITD	Short-Term
EDR-W-4: Collaborate with Valley Regional Transit to expand its system, Ada County Highway District to advance Commuter Ride program, and the development community to provide park and ride lots to improve mobility options for the county's citizens.	BoCC, LUBD	Mid-term
EDR-W-5: Team up with COMPASS, Idaho Department of Transportation, Mountain Home Highway District to monitor growth and development around Simco Road as well as Exit 90, 95, and 99 and make necessary changes to transportation networks	BoCC, LUBD	Short-Term
Land Use & Community Design (LUD-W)		
Objectives	Agency	Priority
LUD-W-1: Identify areas that are suitable for industrial uses, discourage residential growth in those areas, and ensure that any new development within those areas is analyzed and mitigated after necessary technical analyses.	LUBD, P&Z	Ongoing
LUD-W-2: Consider the use of Development Mitigation Agreements, Decommissioning Requirements and Bonds, and Closure and Poste Closure Plans and Bonds in considering industrial uses within this region	LUBD, P&Z, BoCC	Ongoing
LUD-W-3: Promote growth and development within Mayfield community through planned communities to ensure sustainable growth and development that pay for itself without negatively affecting existing communities, land uses, and public services.	LUBD, P&Z, BoCC	Ongoing
LUD-W-4: Allow for Confined Animal Feeding Operations (CAFO) within the Snake River Basin after requiring a Site Advisory Committee from Idaho State Department of Agriculture, a Siting Permit, a CAFO Permit, and Nutrient Management Plan.	LUBD, P&Z, BoCC	Ongoing
LUD-W-5: Ensure that future land uses are compatible with the continued operation of Gowen Field, Orchard Combat Training Area, Mountain Home Air force Base, and Mountain Home Training Complex to avoid risk to life, property and the well-being of existing and future residents from hazards associated with fixed wing and rotary aircraft operations, artillery operations and training and air-to-air and air-to ground training.	LUBD, P&Z, BoCC	Ongoing
Conservation & Natural Resources (CNR-W)		
Objectives	Agency	Priority

West Region Implementation Priorities		
CNR-W-1: Ensure that planned communities, industrial developments, and agricultural operations incorporate water conservation, efficiency, and water quality protection measures into site design, landscaping, drainage, and infrastructure systems to protect groundwater quantity and quality and reduce long-term demand on the regional aquifer.	LUBD, P&Z, BoCC	Ongoing
CNR-W-2: Confirm that planned communities, industrial developments, and agricultural operations offer proper management of fish and wildlife resources through site design, adoption and implementation of Wildlife Management Plans, Community Engagement and Education, or other mitigation measures.	LUBD, EMA	Ongoing
CNR-W-3: Require that planned communities, industrial developments, and agricultural operations demonstrate adequate and sustainable water supply prior to approval consistent with state law and groundwater management objectives.	LUBD, IDWR	Ongoing
CNR-W-4: Encourage and promote surface water development projects on the Snake River and its watersheds, in support of dairy industry, industrial and residential growth, city, and the Mountain Home Air Force Base.	LUBD, IDWR, BoCC	Short-term
CNR-W-5: Cluster solid waste facilities around Simco Road, collaborate with Idaho Department of Environmental Quality in approval of those facilities, and work with the development community to establish a solid waste recycling program.	LUBD, DEQ, CDH	Short-term

North Region Implementation Priorities

North Region Implementation Priorities		
Economic Development & Resilience (EDR-N)		
Objectives	Agency	Priority
EDR-N-1: Support Elmore County Rural Economic Development Board in promoting recreation-based and small-scale tourism-related opportunities consistent with infrastructure capacity and environmental considerations.	BoCC, LUBD, RED	Short-term
EDR-N-2: Work with state legislators to establish an Auditorium District, which would generate additional revenue to avoid undue burden of recreational activities on the county's taxpayers.	BoCC	Long-term
EDR-N-3: Develop an ordinance that requires all Short-Term Rental (STR) owners to acquire a Business License for a small fee to ensure their declaration of compliance with safety standards, taxation requirements, emergency access provisions, and neighborhood compatibility.	LUBD	Short-term
EDR-N-4: Explore user-based funding or other traffic mitigation financing tools to mitigate seasonal recreation demands on local roads and emergency services.	BoCC	Mid-Term
EDR-N-5: Work with Idaho Transportation Department and Mountain Home Highway District to provide new highway signage along I-84 and Highway 20 to give identity and visitor directions to the Pine, Featherville, Fall Creek, Prairie, and Atlanta Communities.	BoCC, LUBD, RED	Short-term
EDR-N-6: Support development of a full-service rest area with turn lanes, public restrooms, and wastewater disposal site, at the junction of Pine/Featherville Road and Highway 20 for visitors.	BoCC, RED	Mid-term
Land Use & Community Design (LUD-N)		
Objectives	Agency	Priority

North Region Implementation Priorities		
LUD-N-1: Require enhanced review procedures, including Conditional Use Permits, Development Mitigation Agreements, and other mitigation tools where applicable, to evaluate development proposals for compliance with hillside, floodplain, wildfire mitigation, and infrastructure capacity requirements.	LUBD, P&Z, BoCC	Ongoing
LUD-N-2: Support low-density developments and recreational activities in appropriate designated areas and work with federal agencies to reduce dispatch calls from rugged remote areas.	LUBD	Ongoing
LUD-N-3: Provide land use or procedural incentives to the development proposals that provide attainable workforce housing in this recreational region.	LUBD, RED, BoCC	Short-term
LUD-N-4: Review all construction activities on hillside (15% or more cut or fill) and in floodplains to ensure compliance with the county, state, and federal regulations, which may include engineering data and maps from an Idaho Certified Engineer.	LUBD	Ongoing
LUD-N-5: Support establishment of a Fire Protection District to enhance structural fire response capability; in its absence, require new development to incorporate wildfire mitigation measures and defensible space standards.	BoCC	Mid-term
Conservation & Natural Resources (CNR-N)		
Objectives	Agency	Priority
CNR-N-1: Conserve and protect the South Fork Boise River system, its tributaries, Anderson Ranch Reservoir, Forest Service–managed lands, mountain ecosystems, and other significant natural resources by preventing incompatible land use encroachment and coordinating with federal and state agencies responsible for public land and water management.	LUBD	Ongoing
CNR-N-2: Coordinate with state and federal land managers regarding mining and timber harvest activities to ensure compatibility with wildfire risk reduction, watershed protection, and community safety objectives.	BoCC, RED	Short-term
CNR-N-3: Collaborate with transportation agencies to evaluate development of multi-use pathways between Pine, Featherville, and Fall Creek that support recreation access and support the Area 20 Snowmobile Groomer Advisory Board for snow trail grooming.	BoCC, RED	Mid-term
CNR-N-4: Coordinate with the U.S. Forest Service regarding campground capacity, dispersed camping activities and management, and seasonal access to public lands.	BoCC, RED	Mid-term
CNR-N-5: Require compliance with NFIP and FEMA floodplain regulations as well as applicable County, State, and Federal standards for development within mapped flood hazard areas.	LUBD, P&Z, BoCC	Ongoing
CNR-N-6: Support Forest Management Practices in coordination with federal agencies, that reduce wildfire risk, protect watersheds, and maintain forest health.	BoCC	Short-term

East Region Implementation Priorities

East Region Implementation Priorities		
Economic Development & Resilience (EDR-E)		
Objectives	Agency	Priority
EDR-E-1: Support Elmore County Rural Economic Development Board in promoting agritourism, recreation, value-added agriculture, and small boutique developments.	BoCC, LUBD, RED	Short-term

East Region Implementation Priorities		
EDR-E-2: Promote agritourism and recreational uses that provide supplemental income for family farms and agricultural operations while maintaining the primary agricultural use of the land.	LUBD, P&Z, BoCC	Short-term
EDR-E-3: Coordinate with Boise State University, College of Western Idaho, and College of Southern Idaho to expand the adult and university level coursework at the Glenns Ferry School District and the city.	BoCC, RED	Short-term
EDR-E-4: Support the City of Glenns Ferry and Idaho Transportation Department in advancing its Interstate Underpass Project that resolves a unique traffic challenge to economic development due to location of two main Union Pacific rail lines.	BoCC, RED, EMA	Mid-term
EDR-E-5: Encourage stable and sustainable economic and population growth that aligns with water availability, agricultural productivity, and protection of the Snake River corridor.	LUBD, P&Z, BoCC	Ongoing
Land Use & Community Design (LUD-E)		
Objectives	Agency	Priority
LUD-E-1: Require enhanced review procedures for large utility scale developments, to include Conditional Use Permits, Development Mitigation Agreements, Decommissioning Requirements, and other mitigation tools where applicable, to mitigate their impacts on rural character, water resources, and agricultural operations.	LUBD, P&Z, BoCC	Ongoing
LUD-E-2: Support rural residential and mixed uses around King Hill and Hammett communities and create additional opportunities for agritourism industry to flourish along I-84 corridor.	LUBD, P&Z, BoCC, RED	Short-term
LUD-E-3: Work with Elmore County Rural Economic Development staff to ensure that new development applications, especially those that are requesting commercial, industrial, or recreational uses, provide directional signs for visitors.	LUBD, RED	Short-term
LUD-E-4: Establish an Ad Hoc Committee to review fairground operations and consider development of a fairground master plan.	BoCC, RED	Mid-term
LUD-E-5: Collaborate for grants applications and other funding opportunities to assist King Hill, Hammett, and Glenns Ferry with additional public services with fire or sheriff station, or engines in the meantime, and directional signage.	BoCC, RED	Short-term
Conservation & Natural Resources (CNR-E)		
Objectives	Agency	Priority
CNR-E-1: Conserve and protect the Snake River corridor, associated irrigation systems, productive agricultural lands, and groundwater resources to sustain the region's agricultural economy and ecological health.	LUBD, IDWR, RED	Ongoing
CNR-E-2: Develop a new Community Park along the Snake River on the County owned land that attracts additional visitors, supports camping activities at the Three Rivers Crossing State Park, and serves community members.	BoCC, RED	Mid-term
CNR-E-3: CNR-E-3: Work with the Idaho Department of Water Resources to promote watersports and related tourism activities in and around Snake River.	BoCC, RED, IDWR	Mid-term
CNR-E-4: Require additional technical analyses for development proposals along the Snake River, and if need be, require Conditional Use Permit, to evaluate and mitigate impacts on floodplains, water quality, natural habitat, agricultural operations, and irrigation infrastructure.	LUBD, P&Z, BoCC	Ongoing
CNR-E-5: Protect critical winter ranges for big games hunting, particularly in Game Management Unit #45 around Mount Bennett, which is known as big mule deer and Elk hunting areas.	BoCC, RED	Mid-term

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Chapter VI

References

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ELMORE COUNTY
COMPREHENSIVE PLAN

Chapter VII

Attachments and Appendices

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Attachment 1 - Mayfield Townsite Planned Community

Mayfield Townsite Planned Community

Sub Element B1

Vision Statement

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Early History

The historic Mayfield Settlement is one of the premier historic gems of Elmore County. The settlement is located on the Oregon Trail and its main access road today follows the route of that historic trail. The townsite is located on the western border of Elmore County and the eastern border of Ada County. Indian Creek runs through the settlement area and several historic structures are still present.

Corder Station, Mayfield 2007 **Image B-1_1**

The early settlers were cattle ranchers, sheep men, and dry crop farmers. They provided trading goods to Indians and those weary travelers heading west on the Oregon Trail. Eventually the area developed into a number of larger farms and ranches forming a larger agricultural community. This community covered several miles of territory and sold beef, sheep, and hay to the surrounding mining towns.

Historic Structure, Mayfield 2007 **Image B-1_2**

Before the original Mayfield Settlement was established, the area provided a spring camping site for Indians on their way to and from the Owyhee Mountains and the Camas Prairie.

Vision Statement

It is important to understand the rich history and character of the Mayfield Settlement and its early settlers. The vision for the Mayfield Townsite Planned Community (MTPC) or "Community" is to enrich and expand upon this history by platting and giving rebirth to the town of Mayfield, the next logical evolutionary step.

The vision for the entire MTPC is to develop a diverse, historically rich Community with a variety of neighborhoods containing different land uses, densities, and opportunities for all age groups in this cherished location. The Community will offer its residents a sense of history, pride, Community spirit, Community-gathering places, excellent neighborhood connectivity, shared open spaces, recreational opportunities, and developed parks for multiple generations of residents to embrace and enjoy.

The MTPC contains three villages (town centers) or Communities called Mayfield Townsite Settler Springs and Prominence each have various neighborhoods and specific visions listed below.

Mayfield Townsite

The vision for the Mayfield Townsite is to build upon the character and history of the early settlement by:

- Striving to restore or preserve historical structures.
- Instilling core architectural values similar to those found in other historical towns and early cities such as Mountain Home and Boise.
- Instilling a small town atmosphere, focused on a sense of place, Community pride, and safe environments.
- Including a variety of uses such as residential, office, and neighborhood commercial opportunities that one would normally see in any small historical town in Idaho.
- Striving to offer open space and recreational opportunities within the Community while striving to improve habitat and wetlands within the open space areas.

Settler Springs Village

The vision for the Settler Springs Village is to provide a gateway to the Mayfield Townsite by:

- Instilling a since of entry by providing opportunities for a tree lined arterial gateway leading to the Mayfield Townsite.
- Striving to plan and provide opportunities for large scale commercial and office uses that will serve the needs of the Community and general population at build-out.
- Inspiring a variety of core architectural values that will be harmonious with the core architectural values of the Mayfield Town site.
- Striving to incorporate a variety of residential densities and housing opportunities that will serve the needs of all age groups as one would normally see in any large city in Idaho.
- Striving to instill a variety of recreational opportunities, open space, and developed parks within the Community while also improving upon the existing natural beauty of the area through open space, habitat and wetlands restoration.
- Striving to instill live, work, and play opportunities within the village.

Prominence Village

The vision for the Prominence Village is to provide additional support to Settlers Village and the Mayfield Townsite by:

- Inspiring development of commercial and office opportunities that will serve the needs of the Community at build-out, while striving to balance the jobs to housing ratio.
- Inspiring core architectural values that provide variety and uniqueness.
- Striving to provide housing opportunities, services, and amenities catering to all age groups.
- Incorporate by design, an urban form of development that encourages walking and biking to services and amenities.
- Striving to instill live, work, and play opportunities within the village.
- Striving to offer open space and recreational opportunities within the Community while striving to improve habitat and wetlands within the open space areas.

Mayfield Townsite Planned Community

Sub Element B2

Comprehensive Plan Goals, Policies, and Objectives

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Mayfield Townsite Planned Community Comprehensive Growth and Development Plan

Purpose Statement

The Mayfield Townsite Planned Community Comprehensive Plan shall also be known as the "Plan" or Planned Community Comprehensive Plan, (PCCP). The Mayfield Townsite Planned Community, (MTPC) shall also be known as the "Community." This Plan shall be applied and is directed toward all land within the Mayfield Townsite Planned Community boundary.

For the purpose of this Plan, the following definitions apply.

- Goal: Broad statements that indicate generalized goal(s) or desired purpose to be achieved. The goal(s) contained in this Plan reflect both countywide and Community values.
- Policy: Refined statements or goals that provide more specific purpose to be achieved. These policies also reflect both countywide and Community values.
- Objectives: Specific objectives designed to establish a defined course of action to guide both present and future decisions within the Community. These objectives also reflect both countywide and Community values.

The Plan contains goals, policies, and objectives designed to guide and foster the development within the Community. The Plan includes all 14 comprehensive planning components required by the "Idaho Local Planning Act of 1975" as supplemented and amended from time to time, in addition to goals, policies and objectives for Commercial, and Industrial Development, Air Quality, Water Quality, and Irrigation Systems within the Community.

Mayfield Townsite Planned Community, Boundary Map

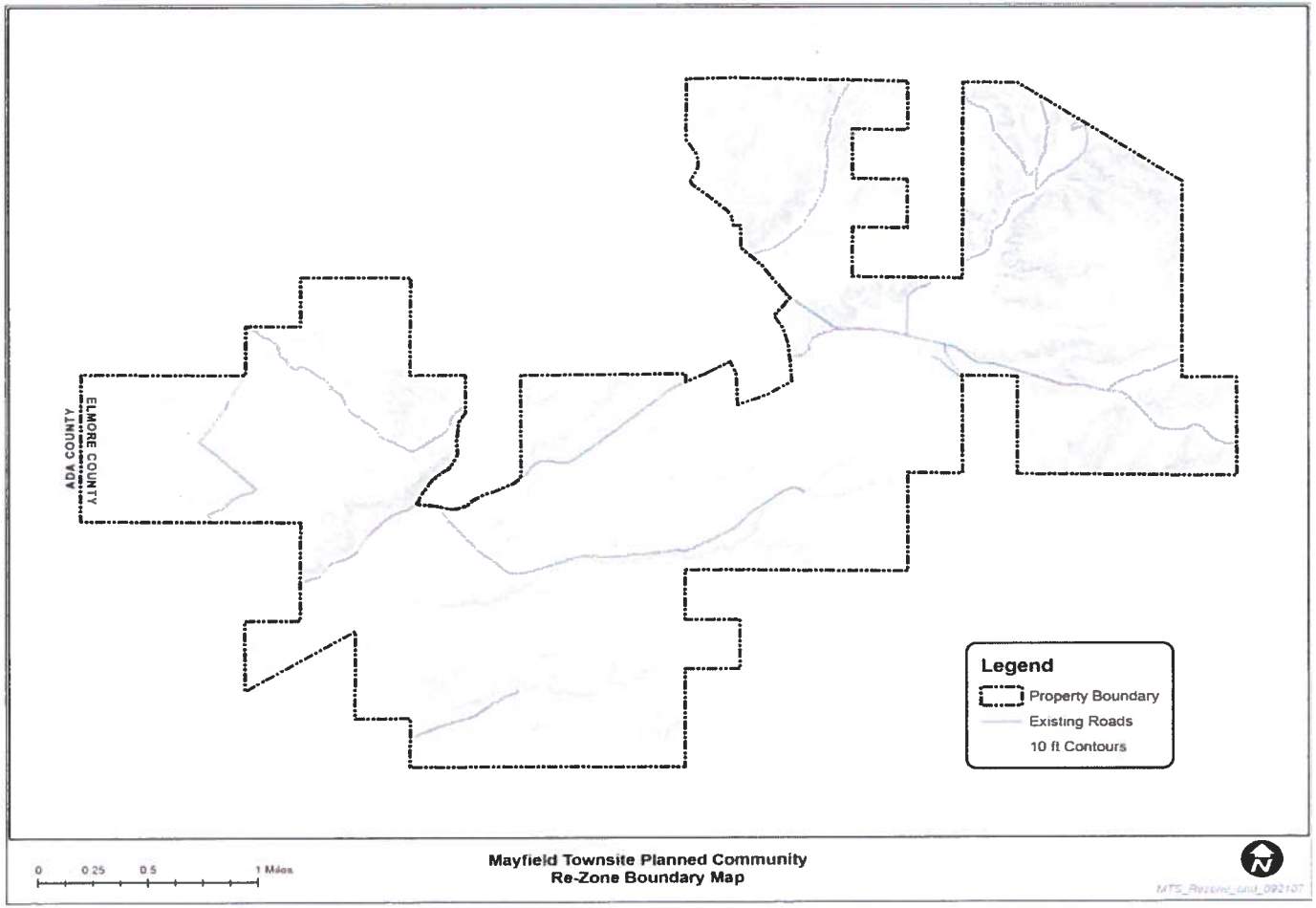


Image B-2_1

Regional Setting and History

Originally, Elmore County was part of the vast Alturas County, which was created by the First Territorial Legislature of Idaho on December 1863. Alturas County included all of the land north of the Snake River from the mouth of the Bruneau River to Little Lost River and as far north as the Sawtooth Mountains. In 1889, the last Territorial Legislature of Idaho divided Alturas County and created several smaller counties including Elmore County. The first county seat was established in Esmeralda and was moved to Rocky Bar at a later date. In 1890, it was moved to its current location Mountain Home.

Elmore County is bordered on the north by the North Fork of the Boise River, part of the Sawtooth Mountains, and Boise County. Custer, Blaine, Camas, Gooding, and Twin Falls Counties border on the east. On the southern boundary are The Snake River and Owyhee County border on the south. The west border is Ada County. Over half of the County is mountainous (northern part); the southern portion is part of the Snake River Plains.

The northern region of the County hosts Danskin Mountain on the west and Bennett Mountain. The Mayfield Townsite Planned Community is located in the lower plains of these mountainous areas. The historic Mayfield Settlement is located in the heart of the proposed Mayfield Townsite Planned Community, one of the premier historic gems of Elmore County.

Oregon Trail east of Boise ISHS #66-4.466
Image B-2_2

Mayfield is generally located on the Oregon Trail near the western border of Elmore County and the eastern border of Ada County. The historic Mayfield Settlement is located on north side of Indian Creek. The early settlers were cattle ranchers, sheepmen, and dry crop farmers. They provided trading goods to Indians and those weary travelers heading west on the Oregon Trail. Eventually the settlement developed into an agricultural community that sold beef, sheep, and hay to the surrounding mining towns.

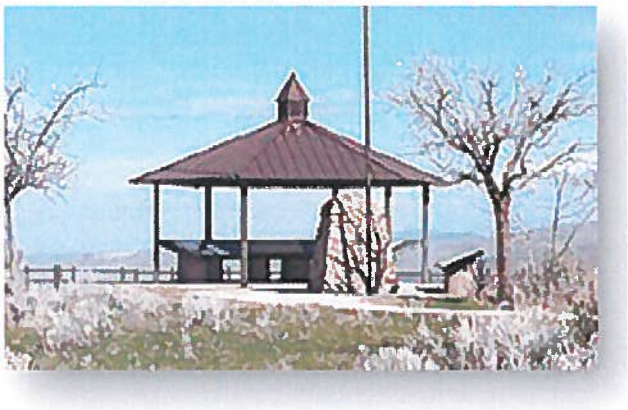
Before the original Mayfield Settlement was established, the area provided a spring camping site for Indians on their way to and from the Owyhee Mountains to the Camas Prairie. According to historical documents, the first settler was Van de Water who developed a homestead in 1863. In 1865, James Corder purchased and operated the stage line in the settlement. During the early days, the settlement was known by several names: Corder's, Corder's Station, and Indian Creek Crossing.

Indian Creek Crossing, later named Mayfield, was a popular emigrant campground. After settlement came to the area in 1863, emigrants were able to purchase fresh vegetables from the settlers. The settlement site contains one of the oldest cemeteries in the County located on a small knoll overlooking the Oregon Trail and Indian Creek. According to historical documents and local legend, the first grave there was for a young Indian girl. Many of the documented graves, as early as 1870, were those of children and women.

The stage and mail stop known as the Corder Station operated for years providing transportation and mail service on the Overland and Kelton Routes. The first school opened in 1872. The settlement contained an official Idaho Post Office that only lasted a few years, from 1883 to 1887. Around 1883, the settlement was renamed Mayfield after the postmaster Arthur Mayfield petitioned Washington to officially change the name. A community hall was constructed in 1915.

The Oregon Trail, first used by fur traders and missionaries, was one of the great emigrant routes from Independence Missouri to Oregon. Settlers moving west had to cross about 2,000 miles of rugged terrain and Indian Territory.

Not far from the Mayfield Settlement is a national monument commemorating the Oregon Trail. This site is known as Bonneville Point. Bonneville Point was an Indian trail before becoming part of the Oregon Trail. Captain Bonneville's Party reached this area in May of 1833. They exclaimed 'Les Bois, Les Bois' or 'The woods, the woods,' and rightfully so. From Bonneville Point, you can see the Boise River canyon and the vast array of trees in the Boise valley. From this location, the emigrants were approximately 1,450 miles from Independence, Missouri.



BLM interpretive kiosk at Bonneville Point, 2001
Image B-2_3

View of Boise Valley from Bonneville Point, 2001
Image B-2_4

Regional Map

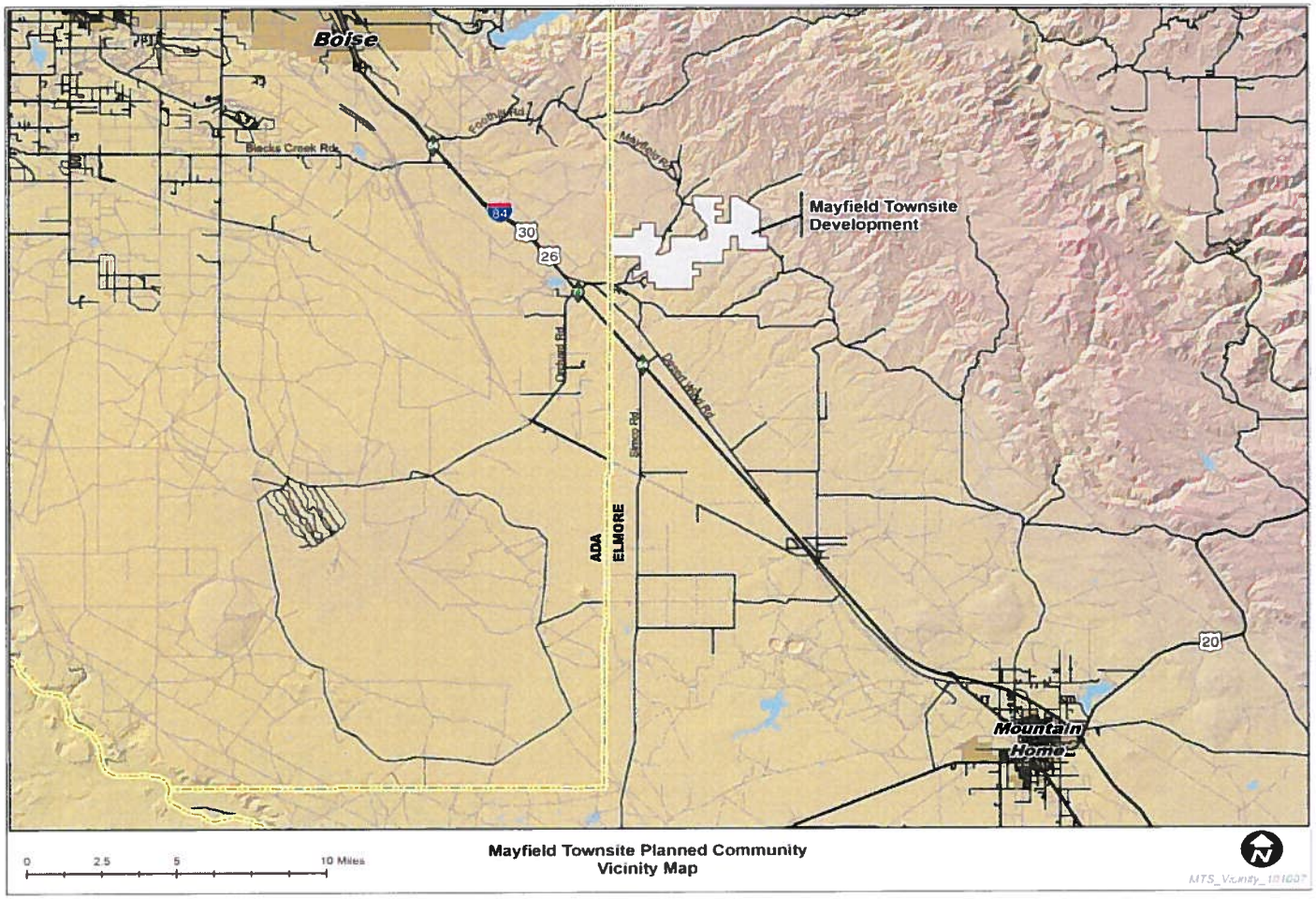


Image B-2_5

Goals and Policies Reference Table

	Plan Elements	Goal(s)	Policies
1.0	Private Property Rights	1.0.1, 1.0.2	1.1.1, 1.1.2
2.0	Population	2.0.1	2.1.1, 2.1.2
3.0	School Facilities and Transportation	3.0.1	3.1.1, 3.1.2, 3.1.3
4.0	Economic Development	4.0.1	4.1.1, 4.1.2, 4.1.3, 4.1.4
5.0	Land Use	5.0.1, 5.0.2	5.1.1, 5.1.2, 5.1.3
6.0	Natural Resources	6.0.1, 6.0.2, 6.0.3	6.1.1, 6.1.2, 6.1.3, 6.1.4, 6.1.5
7.0	Hazardous Areas	7.0.1	7.1.1, 7.1.2, 7.1.3
8.0	Public/Private Services, Facilities and Utilities	8.0.1	8.1.1, 8.1.2, 8.1.3, 8.1.4, 8.1.5, 8.1.6
9.0	Transportation	9.0.1, 9.0.2	9.1.1, 9.1.2, 9.1.3
10.0	Recreation	10.0.1	10.1.1, 10.1.2, 10.1.3, 10.1.4, 10.1.5, 10.1.6, 10.0.7
11.0	Special Areas or Sites	11.0.1	11.1.1, 11.1.2, 11.1.3
12.0	Housing	12.0.1, 12.0.2	12.1.1, 12.1.2, 12.1.3, 12.1.4
13.0	Community Design	13.0.1	13.1.1, 13.1.2, 13.1.3, 13.1.4
14.0	Implementation	14.0.1	14.1.1, 14.1.2, 14.1.3
15.0	Commercial/Industrial Development	15.0.1	15.1.1, 15.1.2, 15.1.3
16.0	Air Quality	16.0.1	16.1.1, 16.1.2, 16.1.3, 16.1.4
17.0	Water Quality	17.0.1, 17.0.2	17.1.1, 17.1.2, 17.1.3
18.0	Irrigation Systems	18.0.1, 18.0.2	18.1.1, 18.1.2, 18.1.3, 18.1.4, 18.1.5

Table B-2_T1

Mayfield Townsite Planned Community Comprehensive Plan Elements

Mayfield
The Townsite of Tomorrow

Quick Facts

The latitude of Mayfield is 43.418N.

The longitude is -115.9W.

Elevation is 3,599 feet.

The settlement received its official name from the postmaster, Arthur Mayfield.

Mayfield is located in the Mountain Home metro area.

1.0 Private Property Rights

The United States Constitution guarantees that private property shall not be taken without just compensation. The Idaho Legislature has amended Title 67, Idaho Code, to provide a comprehensive plan chapter, which addresses protection of private property and requires the Attorney General to establish a process, including a checklist, to avoid unconstitutional taking of private property. The amended Local Planning Act identifies the protection of Private Property Rights as the first item in its list of stated purposes of the Act.

Goal(s)

1.0.1 The County will ensure that all ordinances implementing this plan will protect private property rights.

1.0.2 Acknowledge the responsibilities of property owners as stewards of the land and acknowledge that it is their duty to use their property wisely, maintain it in good condition, and preserve it for future generations.

Policies

1.1.1 Strive to develop land use laws that avoid unnecessary delays and duplications of procedures.

1.1.2 Encourage land use laws that avoid imposing unnecessary conditions or procedures on development approvals, which could cause an unreasonable increase in housing costs.

Objectives

1.2.1 Deprive no person of private property without due process of law.

1.2.2 Deprive no person of private property for public use without just compensation.

1.2.3 Require property owners to be responsible for maintaining their property in the best possible condition as circumstances allow.

2.0 Population

At final build out, the Mayfield Townsite Planned Community population is projected between 38,000 to 40,000 persons and 15,200 to 16,000 households. Specific population projections are located in the Economic Analysis Report and are summarized in the Planned Community Development Plan (PCDP), Element F-4 attached as an addendum to this Plan.

Goal(s)

2.0.1 Encourage population growth of all age brackets by providing a variety of housing options at varied pricing points thereby creating socio-economic diversity and stability.

Policies

2.1.1 Provide adequate residential sites for growth to occur in quality surroundings that include clean air and water, and public services where available.

2.1.2 Provide orderly growth in order to enhance the quality and character of the Community while providing amenities and improving open space, "the natural environment," wherever feasible.

Objectives

2.2.1 Provide adequate open space and recreational opportunities while improving the existing natural beauty of the area through open space, habitat and wetlands restoration.

2.2.2 Provide a variety of residential densities and housing opportunities that will serve the needs of all age groups as one would normally see in any large city in Idaho.

3.0 School Facilities and Transportation

A high standard of education is an important quality of life factor for Elmore County residents and the Community. The Community will be served by the Mountain Home School District 193.

Goal(s)

3.0.1 Work with the Mountain Home School District 193 to strengthen the school services and facilities needed to encourage growth and development.

Policies

3.1.1 Plan for adequate schools sites and shared facilities within the Community.

3.1.2 Work with the Mountain Home School District 193 to encourage the development of appropriate and adequate learning facilities that are safe and functional.

3.1.3 Development adjacent to schools should provide for adequate pedestrian and bicycle school access.

Objectives

3.2.1 Accommodate school growth, school traffic, and safe convenient access.

3.2.2 Partner with the Mountain Home School District 193 to encourage the development of shared resources such as, but not limited to, sports fields, play areas, and shared parking opportunities.

3.2.3 Ensure adequate pedestrian and bicycle access as a focal point in all school and neighborhood site designs.

4.0 Economic Development

Since 1950, Elmore County has become increasingly urban and less rural. The term "Economic Development" is important in Idaho but particularly critical in Elmore County. The officials of Elmore County, as well as many citizens, have funded economic development actions in order to help diversify the County's economy. Planned Communities are another planning tool at the County's disposal to foster economic development or smart growth. The Community will provide a positive economic balance through its commercial and office districts and various employment opportunities, including work at home options.

Goal(s)

4.0.1 Strive to promote a diversified economic base by providing adequate commercial, office, and mixed-use districts and development, including work /live options within the Community.

Policies

4.1.1 In the Mayfield Townsite, strive to provide a variety of uses including residential, office, and neighborhood commercial opportunities that one would normally see in any small historical town in Idaho.

4.1.2 In Settler Springs Village, strive to plan and provide adequate space for large scale commercial and office opportunities that will serve the needs of the Community and general population at build-out.

4.1.3 In the Prominence Village, strive to provide additional commercial and office opportunities that will serve the needs of the Community at build-out while striving to provide additional opportunities to balance the jobs-to-housing ratio.

4.1.4 Endeavor to build cooperative partnerships, coordination, cooperation, and support among all economic development entities, public and private, within Elmore County, Idaho, and the nation.

Objectives

4.2.1 Provide work/live opportunities within the Community through proper ordinances.

4.2.2 Develop and foster a tourism industry within the Historic Mayfield Townsite.

4.2.3 Develop ordinances and policies that will foster economic and commercial development.

5.0 Land Use

Land use issues in Elmore County are unique because the county is so large and diversified. The County should preserve its natural resources but allow for the expansion of cities, communities, and districts within the County. Public land ownership accounts for about 73 percent of the land in the county and private lands account for about 27 percent. Development of additional tourism and recreational areas, expansion of residential lands, and location of commercial development in the County will have dramatic impact on the economy and the future sustainability of the County. The Mayfield Townsite Planned Community will help the County achieve stability and sustainable growth.

Goal(s)

5.0.1 Strive to provide for sustainable urban growth by providing various types of land use districts and opportunities within the Community.

5.0.2 Encourage land use balance through a mix of uses within the Community.

5.0.3 Foster the redevelopment and birth of the historical settlement of Mayfield.

Policies

5.1.1 Strive to achieve a land use balance that recognizes the historical aspect and natural beauty of the Community.

5.1.2 Support the establishment of office, commercial, and retail uses that will serve the Community.

5.1.3 Encourage and support commercial, tourism, and business development to create jobs and expand the county tax base.

Objectives

5.2.1 Provide a variety and balance of compatible land uses that will sustain the Community.

5.2.2 Provide work/live opportunities and home occupations.

5.2.3 Provide diversified economic development through mixed-use land use districts.

6.0 Natural Resources

Elmore County has an abundance of natural resources. The soils are highly productive and the air and water are clean and pure. The Mayfield Town Site Planned Community will strive to protect these qualities.

Goal(s)

6.0.1 Identify existing natural resources and preserve and/or enhance when possible.

6.0.2 Utilize available surface water and reclaimed wastewater for irrigation as appropriate and authorized by county, state, and federal regulations.

6.0.3 Development should mitigate any negative impacts to groundwater quality caused by Community development.

Policies

6.1.1 Encourage the use of natural and low water use landscaping in order to conserve water. Undertake re-vegetation in disturbed areas to preserve water quality.

6.1.2 Promote and encourage economic development that has little or no impact on natural resources and the environment.

6.1.3 Promote the preservation of natural scenic areas for the use and benefit of both present and future generations by placing such areas into conservation easements into perpetuity.

6.1.4 Strive to provide well-designed, energy efficient homes built within the natural features of the site and in harmony with the region.

6.1.5 Develop plans and provide Community support and education about ways to reduce vehicle trip miles thereby decreasing automobile pollution.

Objectives

6.2.1 Create small ponds and water features for water storage, irrigation, drainage management, and recreational uses.

6.2.2 Create prominent monuments and/or prominent landscaping at historic sites and scenic areas to identify these place-making areas.

7.0 Hazardous Areas

Hazardous Areas are those portions of the County warranting special attention, where development should be controlled or possibly restricted. The major factors, which distinguish hazardous designation, are associated with potential for human accidents, personal injury and loss of life, or limitations of normal activity.

Goal(s)

7.0.1 Identify hazardous areas to ensure the safety of residents and the protection of private property.

Policies

7.1.1 Encourage resident awareness of hazardous and/or sensitive areas through appropriate notification.

7.1.2 Discourage incompatible development in or near hazardous areas.

7.1.3 Require engineering studies and technical analysis to document compatibility and safety when development in a hazardous area is proposed,.

Objectives

7.2.1 Create safe neighborhoods and safe work and play areas.

7.2.2 Disallow development in hazardous areas where engineering studies or technical analysis indicate unsafe and/or incompatibility conditions.

8.0 Public/Private Services, Facilities and Utilities

Major elements in the development of planned communities are public/private utilities such as potable water systems, wastewater sewer facilities, communications, power, gas, and adequate roads and access.

Goal(s)

8.0.1 Provide essential utilities and services through private development or through collaboration with existing service providers as needed to encourage orderly growth and adequate services when required.

Policies

8.1.1 Encourage the development of advanced technology in communication systems throughout the Community.

8.1.2 Encourage and promote the development of advanced technology wastewater collection and treatment facilities.

8.1.3 Work with Idaho Power Company to develop three-phase power capability within the Community to support commercial development.

8.1.4 Support the E911 system with mapping updates and requested information, as needed.

8.1.5 Support the development of a US Post Office(s) within the Community.

8.1.6 Promote and support the development of adequate local or regional fire stations, including EMS service, within the Community.

Objectives

8.2.1 Provide the Community with the highest quality of life standards by promoting and developing new services, facilities, and utilities.

8.2.2 Provide and develop a public or private water utility company to ensure sustainable water service to the Community.

8.2.3 Provide and develop a public or private wastewater treatment facility/company to ensure sustainable wastewater service to the Community.

9.0 Transportation

Elmore County has an existing system of highway, rail, bus, and street traffic facilities. This system provides adequate service to meet the needs of the County. The Mayfield Townsite Planned Community will add to existing services and provide adequate transportation facilities within the Community.

Goal(s)

9.0.1 Provide a comprehensive and safe transportation and circulation system within the Community that will accommodate the needs of the Community.

9.0.2 Provide safe, all-weather roadways constructed to the highway districts engineering standards.

Policies

9.1.1 Encourage the development of bicycle and pedestrian paths within the Community.

9.1.2 Work with each of the Highway Districts to adopt flexible roadway designs and construction standards.

9.1.3 Provide a park and ride location within the Community, when and where appropriate.

Objectives

9.2.1 Provide access to every parcel or lot in the Community.

9.2.2 Promote interconnectivity between neighborhoods within the Community.

9.2.3 Provide non-motorized travel ways through a network of trails and pathways that connect the Community.

10.0 Recreation

Elmore County has a wide range of recreational opportunities. Almost a million acres of the County lie in mountainous terrain where fishing, hunting, boating, water-skiing, camping, hiking, riding, exploring, climbing, cross country skiing, and snowmobiling are available. The Mayfield Townsite Planned Community hopes to provide additional recreational opportunities within the Community.

Goal(s)

10.0.1 Promote the development of adequate recreational facilities and access to public lands.

Policies

10.1.1 Strive to integrate pathway and bicycle paths where appropriate to foster healthy living and alternate forms of transportation.

10.1.2 Encourage and support the development of multi-use sports facilities within the Community.

10.1.3 Strive to develop recreational opportunities that cater to a variety of age groups.

10.1.4 Work with local, state and federal land agency officials to provide open access to public lands.

10.1.5 Work with school authorities to develop joint-use school/athletic facilities and sports complexes.

10.1.6 Strive to provide play opportunities within the Community by creating quality recreational facilities.

10.1.7 Support the State's recognition of the 'Idaho Centennial Trail.'

Objectives

10.2.1 Provide a variety of trails and paths accessible to all age groups and abilities.

10.2.2 Develop recreation facilities in harmony with existing conditions such as water features and ponds.

11.0 Special Areas or Sites

Special Areas or Sites in Elmore County warrant special attention. Any development proposed within a special area or site should be designed so that the special area or site is either preserved or enhanced.

Goal(s)

11.0.1 Preserve or enhance those special areas or sites within the Community.

Policies

11.1.1 Strive to promote the preservation of natural scenic areas for the use and benefit of both present and future generations; preserve scenic areas and natural areas of significant value.

11.1.2 Preserve the historical resources within the Community to the greatest extent possible,.

11.1.3 Work with and support a Countywide Historic Preservation Committee to coordinate special site designations with state and federal agencies.

Objectives

11.2.1 Identify, enhance, protect, and/or preserve any unique or special area, site, or land feature identified within the Community.

11.2.2 Protect and preserve the unique features and land characteristics in the Community.

12.0 Housing

Adequate housing is a critical need in Elmore County. Most of the new housing development is expected to occur within or adjacent to incorporated communities and within Planned Communities. Planned Community development will play a major role in providing a variety of housing opportunities at varied pricing points for the County.

Goal(s)

12.0.1 Promote a variety of housing opportunities at varied pricing points to serve the needs of the Community.

12.0.2 Place as much affordable housing within the Community as the market and economic conditions will support.

Policies

12.1.1 Strive to provide affordable housing throughout the Community in an effort to meet the needs of all socio-economic backgrounds, such as the elderly, disabled and low, middle, and upper income groups.

12.1.2 Strive to incorporate and provide adequate areas for housing within the Community that will accommodate anticipated residential growth.

12.1.3 Encourage the design and development of housing typologies that meet the needs of the market, and the Community.

12.1.4 Develop public awareness of development regulations and information in order to protect residential districts from the intrusion of incompatible land uses.

Objectives

12.2.1 Implement adequate zoning ordinances and a land use map that accommodate anticipated residential growth.

12.2.2 Provide a variety of housing types and developments that meet market demand.

12.2.3 Provide a diversity of housing types within the Community, including but not limited to, single-family, townhouse, condominium, triplex, apartment, and lofts.

12.3.4 Provide affordable and well-designed homes built within the natural features of the site and in harmony with the Community.

13.0 Community Design

Community Design is the process of defining and identifying desirable elements of land use and facilities within a community. The process of evaluating land use alternatives and development patterns is a major focus of Community Design. The Mayfield Townsite Planned Community has taken great care in defining the Community.

Goal(s)

13.0.1 Provide a Community Design that uses land wisely, promotes functional, aesthetically pleasing residential and commercial neighborhoods and districts, and provides for connectivity, open space, developed parks, and other amenities in consideration of the historical aspects of the Community.

Policies

13.1.1 Encourage all types of economic development within the Community that has little or no impact on the environment to ensure a clean environment and air.

13.1.2 Encourage a Community Design that offers a variety of housing types and developments to meet market demand.

13.1.3 Encourage a Community Design that minimizes conflicts between new housing developments and existing agricultural operations.

13.1.4 Encourage residential clustering to provide for more efficient land use within the Community.

Objectives

13.2.1 Promote the development of a Community that encourages a variety of functional and aesthetically pleasing residential and commercial structures while preserving the identity of the Community.

13.2.2 Create a Community with walkable villages that will offer a variety of housing types, commercial opportunities, and visually pleasing amenities.

14.0 Implementation

The Implementation of a Community Plan is critical. The Plan to be implemented is a collection of bubbles, 'land uses,' neatly coordinated on a piece of paper in a design that visualizes and gives birth to a series of goals, policies, and objectives. From this point, an ordinance is developed to guide and foster Community ideals and vision. The final implementation in the critical process of development is platting. Ideas are carefully envisioned and placed on a final document (final plat) where the realization of these efforts comes to life.

Goal(s)

14.0.1 Carefully plat and implement the visions and ideals of the Community Plan in order to bring them to fruition.

Policies

14.1.1 Consider the vision, goals, policies, and objectives of the Community Plan in every plat.

14.1.2 Support the development of policies, and covenants, conditions and restrictions (CC&Rs) that adequately safeguard the Community's values and goals.

14.1.3 Encourage balanced ordinances that serve the needs of the Community.

Objectives

14.2.1 Promote a Community based on its vision and Comprehensive Plan, 'Plan".

14.2.2 Successfully implement the vision, goals, policies, and objectives of the Mayfield Townsite Comprehensive Plan.

15.0 Commercial/Industrial Development

Sustainable communities need commercial and industrial elements to provide needed services and to foster a healthy mix and balance of jobs to housing. The Mayfield Townsite Planned Community will not support most industrial uses due to its proximity to local highways and trade routes. However, all commercial, institutional and office uses will be encouraged.

Goal(s)

15.0.1. Encourage the development of a sustainable Community that supports commercial and some light industrial elements to foster a healthy mix and balance of jobs to housing.

Policies

15.1.1 Locate pedestrian-friendly commercial retail uses in the Village Center and in the Traditional Neighborhoods that are easily accessible by the entire Community.

15.1.2 Encourage the development of a variety of commercial, retail, and office opportunities within the Community.

15.1.3 Encourage mixed-use development such as neighborhood commercial and office uses along with residential uses in the town center and village areas.

Objectives

15.0.4 Provide a reasonable ratio of jobs to housing balance by providing adequate commercial land use districts.

15.0.4 Develop a Community that is well-balanced, rather than just a bedroom community.

16.0 Air Quality

The air quality in Elmore County meets or exceeds state and/or federal standards. It is important that all development strive to protect current air quality levels.

Goal(s)

16.0.1 Strive to protect or improve the air quality within the Community and County to the greatest extent possible.

Policies

16.1.1 Consider potential air quality impacts and strive to establish standards and measures to reduce them.

16.1.2. Encourage economic development within the Community that does not adversely affect air quality.

16.1.3 Discourage industrial development within the Community that negatively impacts air quality.

16.1.4 Prohibit outdoor burning within the Community.

Objectives

16.2.1 Promote alternative forms of transportation to help reduce potential negative impacts on air quality and strive to establish standards and measures to reduce negative impacts.

16.2.2 Require dust control and abatement measures during construction in which dust issues are present.

17.0 Water Quality

Clean sustainable water is essential for survival. It will be the Community's duty to protect, develop, and maintain an adequate supply of quality water.

Goal(s)

17.0.1 Protect, develop, and maintain an adequate supply of quality water by incorporating water quality protection measures into all construction and design elements, landscaping strategies, water features, and drainage elements.

17.0.2 Development should mitigate any negative impacts to groundwater quality caused by Community development.

Policies

17.1.1 Protect water quality within the Community and adjacent areas to the greatest extent possible.

17.1.2 Consider water quality and establish standards and potential mitigation measures, including the possible reuse of treated wastewater effluent for irrigation that will reduce negative impacts.

17.1.3 Consider the use of natural landscaping in order to conserve water.

Objectives

17.2.1 Provide an adequate supply of water to the Community for both drinking and fire protection.

18.0 Irrigation Systems

One of the more important watersheds in the State of Idaho lies in Elmore County, furnishing irrigation water to the Boise Valley. Three major reservoirs on the Boise River are entirely or partially within the County. They are Anderson Ranch, containing 432,178 acre feet; Arrowrock with 286,600 acre feet; and Lucky Peak with 278,276 acre feet, for a total capacity of 998,154 acre feet of water. The water is stored for irrigation, power generation, flood control, recreational uses.

Goal(s)

18.0.1 Encourage a Community irrigation system that may utilize treated wastewater to irrigate open space, developed parks, and other areas as appropriate.

18.0.2 Utilize available surface water and reclaimed wastewater for irrigation as appropriate and authorized by county, state, and federal regulations.

Policies

18.1.1 Encourage automated irrigation systems.

18.1.2 Encourage innovative landscape design to assist in water conservation.

18.1.3 Encourage the use of natural landscaping for water conservation.

Objectives

18.2.1 Reduce the amount of potable 'drinking' water used for irrigation purposes.

18.2.2 Reduce water consumption by requiring automated irrigation systems on commercial sites.

Mayfield Townsite Planned Community

Sub Element B3

Conceptual Land Use Map

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Proposed Land Use Districts

Residential Districts

The proposed residential districts are designed to provide a variety of residential development opportunities and dwelling typologies. The dwelling typologies include, but are not limited to single-family detached, single-family attached, accessory dwellings, zero lot line development, duplexes and multiple-family dwellings. Multiple-family dwellings may include, but are not limited to, triplexes, townhouses, and condominiums.

Estate Density Residential District (R-E): This "estate" density residential district is the lowest density residential district.

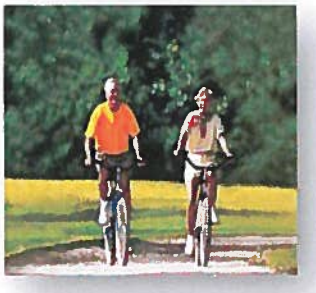
TC Estate Density Residential District (R-TCE): The "town center estate" residential district contains larger lot residential development that is generally located along collectors and arterials.

Low Density Residential District (R-L): This "low" density residential district was designed for hillside development and general low-density residential development within the Community.

Medium Density Residential District (R-M): This "medium" density residential district was designed to allow a variety of dwelling typologies. This residential district may include a variety of dwellings to meet the needs of the Community.

High Density Residential District (R-H): This "high" density residential district will offer the greatest density of all residential districts.

Age Qualified/Service Residential District (AQS):
The "age qualified/service" residential district will be for residents age 50 and over. This district will offer a range of housing and care options from independent retirement living to assisted living to skilled nursing care facilities. Individuals mentally or physically challenged under age 50 who require either assisted living to skilled care also qualify for this district. This district may include essential services for its residents, such as but not limited to pharmacies, physical therapy, etc. This district may include all dwelling typologies and nursing facilities in addition to those services required to support such facilities such as but not limited to medical and pharmacy facilities.



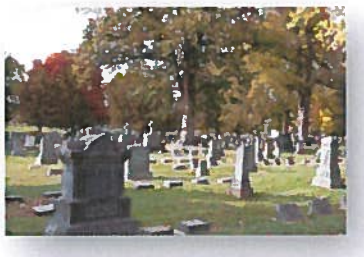
Other Districts

Mixed-Use District (MU): The "mixed-use" district will allow residential, office, institutional, civic, and commercial uses. This district was established to provide opportunities for mixed-use development within the Mayfield Town Center and villages. This district allows for creativity and the creation of a mix of residential, and other uses such as office or institutional or civic, or commercial within walking distance from residential neighborhoods. Large box commercial uses should be allowed in the Prominence Village MU District, but should be prohibited in the Mayfield Townsite and Settler Springs Village MU District. This district may contain residential dwellings including Loft development, and will encourage higher density residential development.

Multi-Use District (MLTU): The "multi-use" district will provide a variety of development opportunities. The main goal of the Multi-use District is to establish and support a regional medical facility and its associated uses and activities. Other ancillary uses not related to the regional medical facility such as residential, office, and all types of commercial uses should be allowed in this district. This district will have no minimum or maximum density requirements nor height restrictions for medical facilities. Vertical development in this district will be encouraged. This district will encourage both vertical and horizontal mixing of uses. This district may contain any type of residential dwellings and loft development; however, higher density residential development is encouraged.

Institutional District (IST): The "institutional" district will allow general institutional uses such as schools, wastewater treatment facilities, potable water facilities, water storage sites and other service related uses and activities.

Cemetery District (CEM): The "cemetery" district was designed to protect the historic Mayfield Cemetery and to incorporate the historic cemetery into an expanded cemetery that will serve the needs of the Community. The cemetery will be developed and managed in accordance with Idaho Code Title 27. This district will allow the interment of the human dead and accessory uses related to the cemetery as indicated on the land use tables.



Developed Open Space/Park District (DO): The "developed open space/park" district will provide active and passive recreational uses and developed parks within the Community.

Open Space District (OS): The "open space" district will provide active and passive recreational uses within the Community as well as a variety of trail and pathway opportunities. Community service facilities, structures and related equipment, such as but not limited to water storage facilities, communication towers, fire suppression equipment or facilities, irrigation facilities or equipment, power lines and other utilities may be allowed in the open space district. Structures related to recreational uses may also be allowed.

Mayfield Townsite Land Use Map

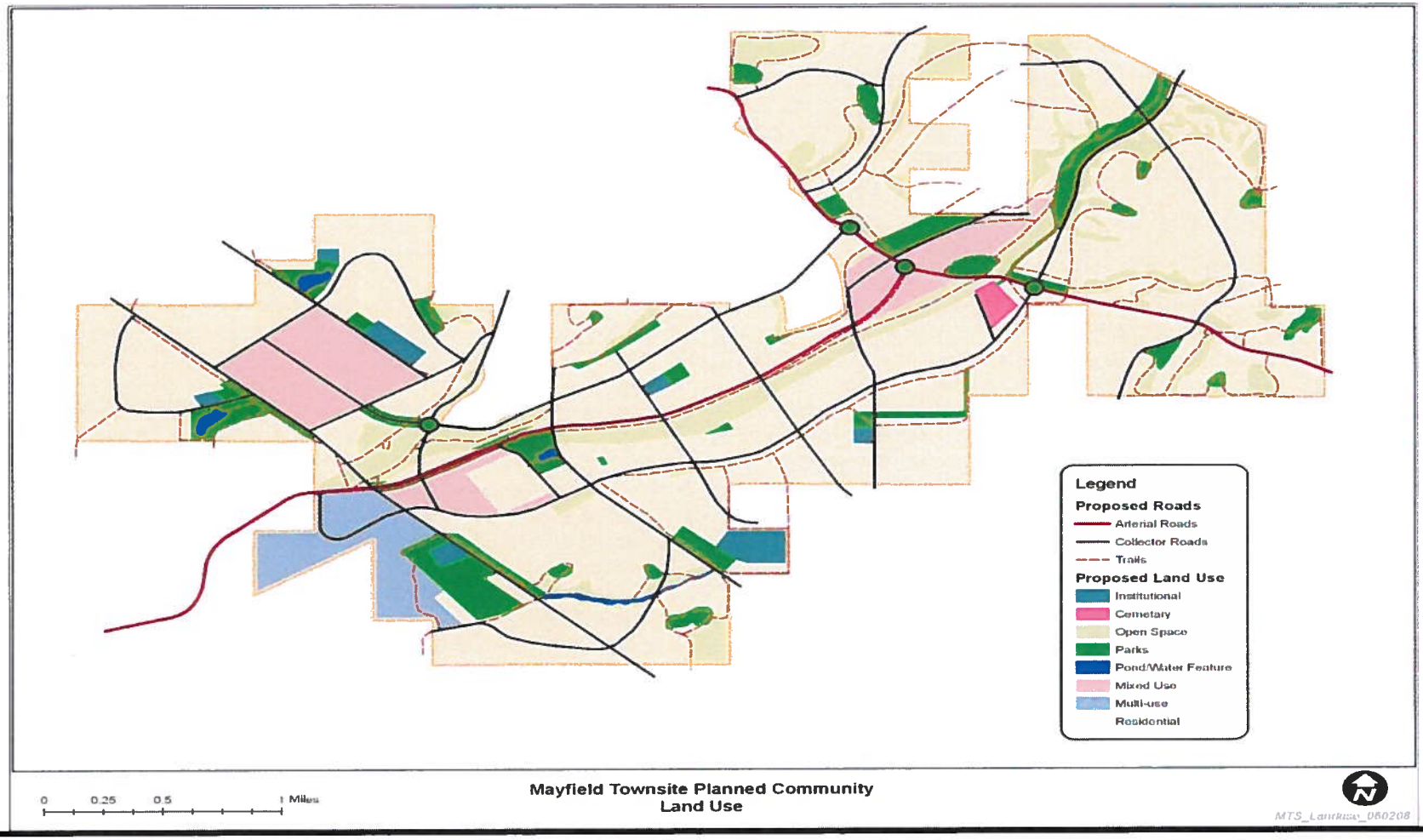


Image B-3_1

MAYFIELD TOWNSITE PLANNED COMMUNITY
LAND USE TABLE
BY
LAND USE DISTRICT AND PROPOSED INTENSITY

Land Use Districts with Proposed Intensity		
Land Use Category	**Total Acres**	**Percent of Total**
Residential Land Uses		
Residential Estate (R-E)	777.31	14.46%
Residential TC Estate (R-TCE)	138.42	2.58%
Residential Low (R-L)	1165.77	21.69%
Residential Medium (R-M)	1165.08	21.68%
Residential High (R-H)	109.84	2.04%
Age Qualified/Service (AQS)	29.07	0.54%
		0
Mixed-Use (MU)	393.05	7.31%
Multi-Use (MLTU)	200.00	3.72%
Institutional (IST)	79.65	1.48%
Cemetery (CEM)	17.00	0.30%
		0
Developed Open Space Parks (DO)	454.96	8.50%
Natural Open Space (OS)	844.86	15.70%
Totals	**5,375**	**100.00%**

Table B-3_T1

Mayfield Townsite Community and Neighborhoods

Intensity And Density Matrix By Neighborhood And Land Use District

Mayfield Townsite

Land Use District	Mayfield Neighborhood			Pioneer's Prairie Neighborhood			Stagecoach Pass Neighborhood			Wild Horse Basin Neighborhood		
	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max
Estate	0 %	.6%	10%	25%	41.4%	60%	100%	100%	100%	40%	66.4%	80%
TC Estate	5%	11.1%	40%	-	-	-	-	-	-	-	-	-
Low	20%	41.7%	60%	40%	58.6%	75%	-	-	-	20%	33.6%	60%
Medium	10%	29.6%	70%	-	-	-	-	-	-	-	-	-
High	2%	8.8%	25%	-	-	-	-	-	-	-	-	-
Age Qualified	2%	8.1%	20%	-	-	-	-	-	-	-	-	-

Table B-3_T2

Settler Springs Village Community and Neighborhoods

Intensity And Density Matrix By Neighborhood And Land Use District

Settler Springs Village Community

Land Use District	Homestead Neighborhood			Indian Bluff Neighborhood			Reliance Neighborhood			Sage Gulch Neighborhood			Settler Springs Neighborhood		
	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max
Estate	-	-	-	-	-	-	5%	11.3%	25%	-	-	-	-	-	-
TC Estate	-	-	-	5%	17.4%	30%	5%	17%	35%	0%	5.8%	55%	-	-	-
Low	10%	33.9%	45%	10%	37.4%	45%	5%	14%	35%	-	-	-	-	-	-
Medium	20%	59.9%	60%	15%	45.2%	55%	5%	57.7%	75%	45%	94.2%	100%	50%	90%	95%
High	1%	6.2%	20%	-	-	-	-	-	-	-	-	-	5%	10%	50%
Age Qualified	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Table B-3_T3

Prominence Village Community and Neighborhoods

Intensity And Density Matrix
By Neighborhood And Land Use District
Prominence Village Community

Land Use District	Antelope Butte Neighborhood			Big Sky Meadow Neighborhood			Prominence Neighborhood		
	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max
Estate	10%	27.4%	45%	-	-	-	-	-	-
TC Estate	-	-	-	-	-	-	-	-	-
Low	10%	38.3%	55%	30%	53.2%	80%	-	-	-
Medium	5%	24.1%	45%	20%	46.8%	70%	100%	100%	100%
High	5%	10.3%	20%	-	-	-	-	-	-
Age Qualified	-	-	-	-	-	-	-	-	-

Table B-3_T4

Proposed Town Centers

The Land Use Map highlights three town centers. They are the Mayfield Townsite, Settler Springs Village, and the Prominence Village. They are labeled as "Village Communities" based on the neighborhoods that surround each village (town centers). In addition, each village differs in size, the number of neighborhoods, proposed phasing and development, and design guideline standards. The townsite and villages will include commercial nodes and Community gathering areas sized to meet the needs of the Community. Churches, religious centers, medium and high-density residential may also be allowed. Clustering of residential dwellings will be encouraged within the proposed town centers.

Mayfield Townsite is approximately 129 acres in size, the Settler Springs Village is approximately 62 acres in size, and the Prominence Village is approximately 202 acres in size. The total proposed town centers equal approximately 393 acres. The total acres represent approximately 7.31 percent of the total gross land within the proposed Community.

The town centers are proposed as mixed-use zoning districts. This zoning district will allow for residential, office, institutional, civic, and commercial uses. This district was established to provide opportunities for mixed-use development within the Community. This district also allows for creativity and the creation of a mix of uses within walking distance from residential neighborhoods. Large box commercial uses may be allowed in the Prominence Village MU District, but should be prohibited in the Mayfield Townsite and Settler Springs Village MU District. This district may contain a variety of residential dwellings including loft development, and should encourage higher density residential development.

Town Center Map

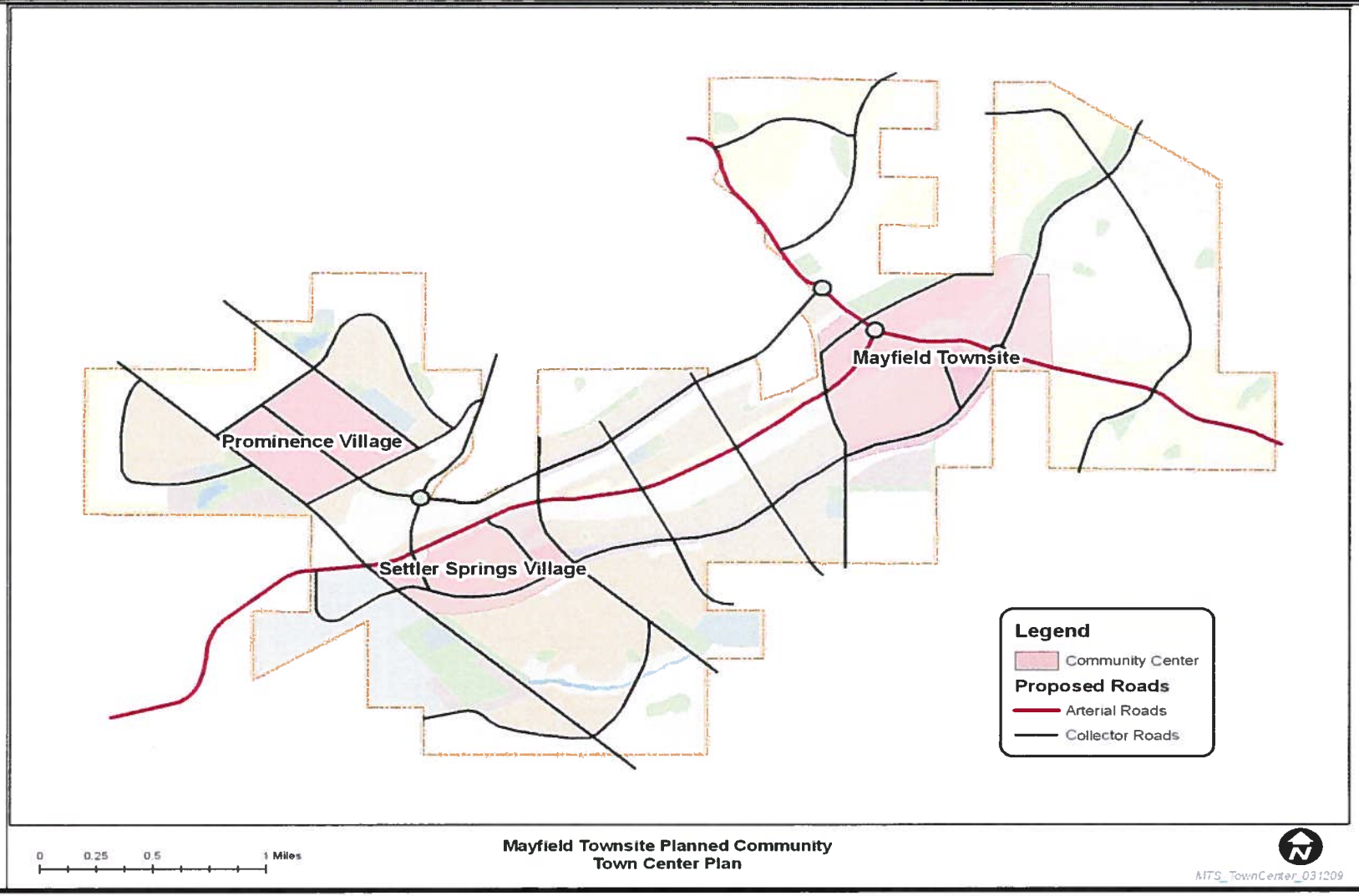


Image B-3_2

Mayfield Townsite Planned Community

Sub Element B4

Conceptual Densities & Intensities Map

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Intensity and Density by Neighborhood and Land Use District..... 8
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Intensity and Density Matrix by Neighborhood and Land Use District..... 10-13

Mayfield Townsite Intensity & Density Map

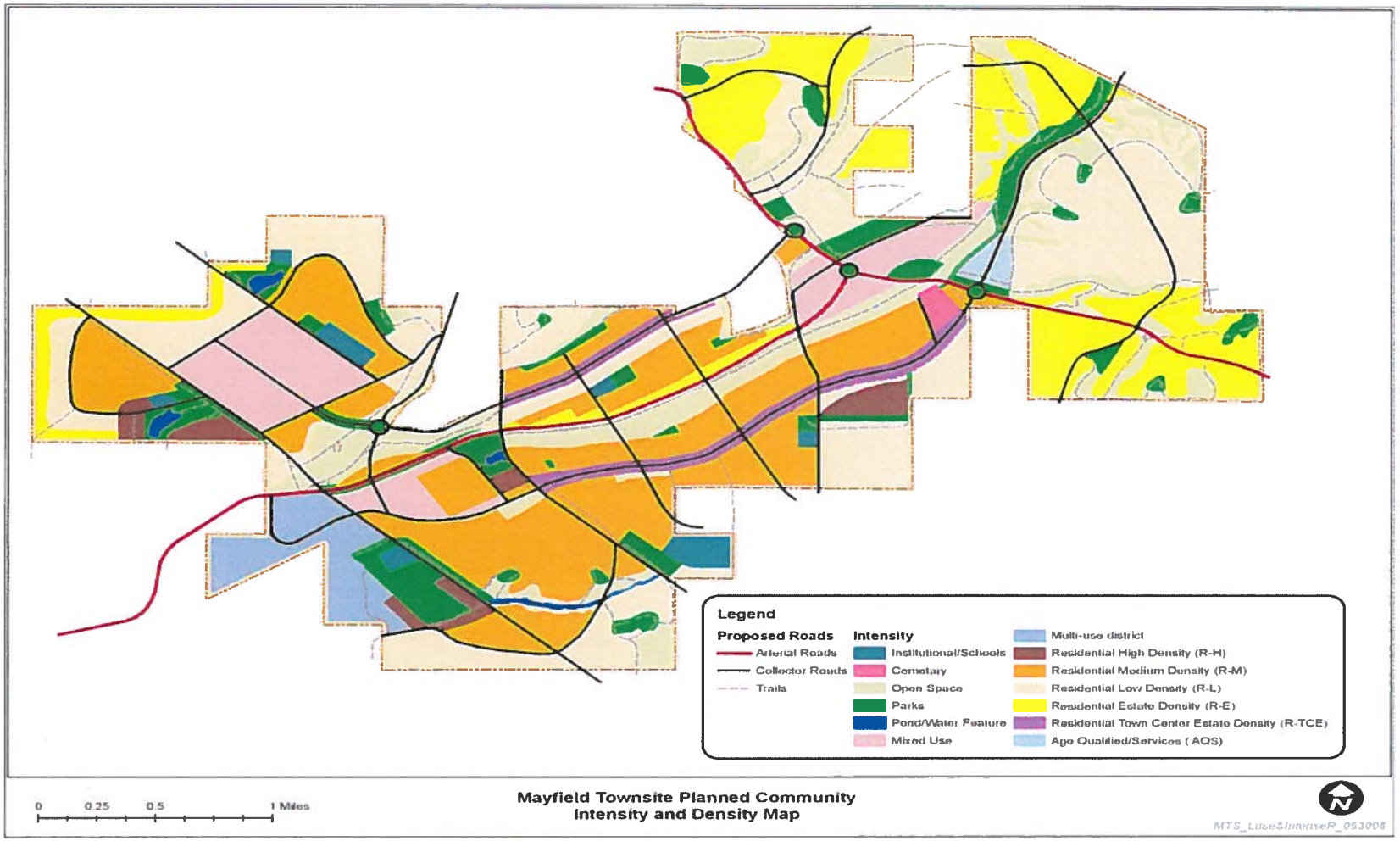

Image B-4_1

Community Map

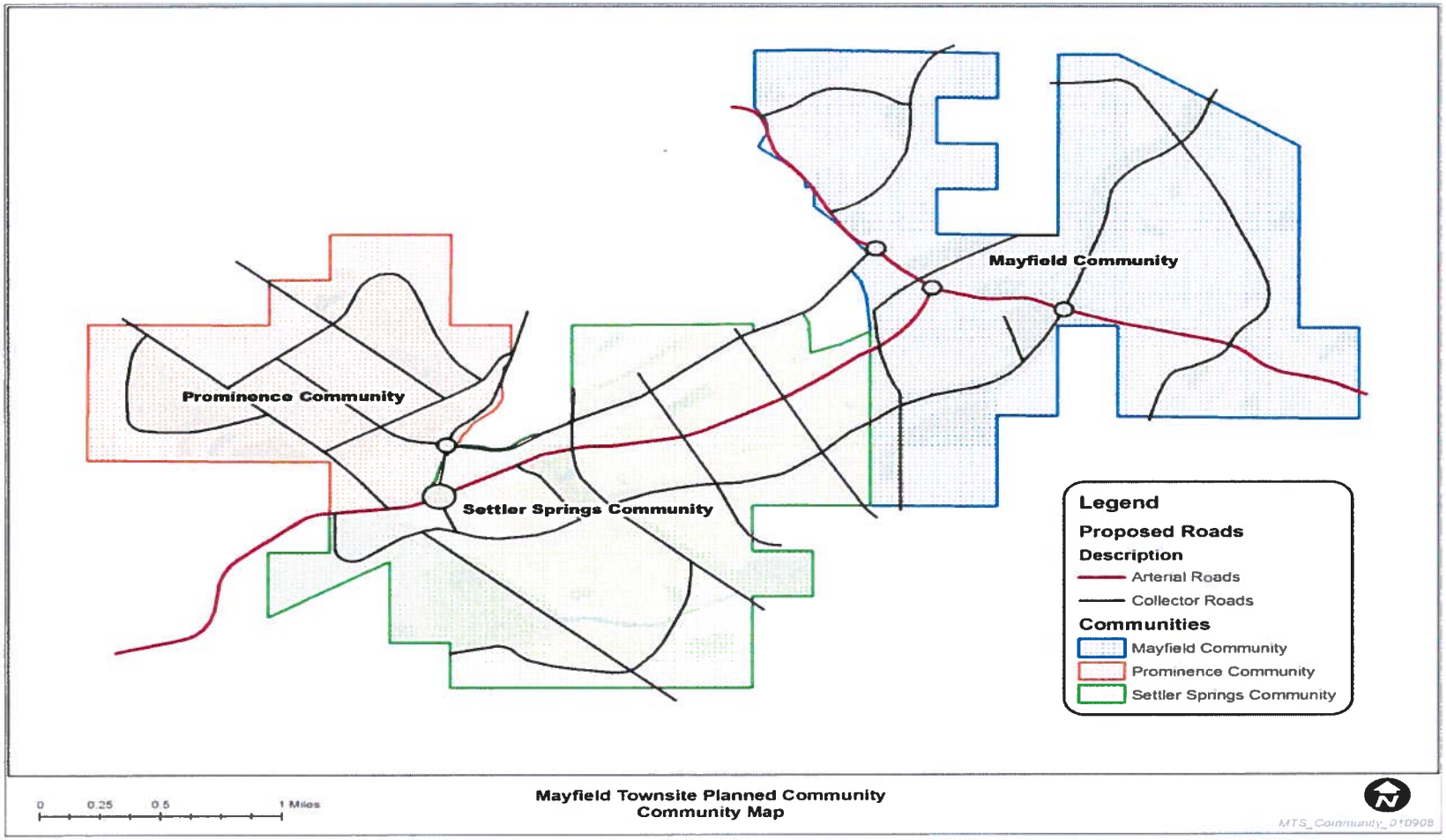

Image B-4_2

Settler Springs Community Map

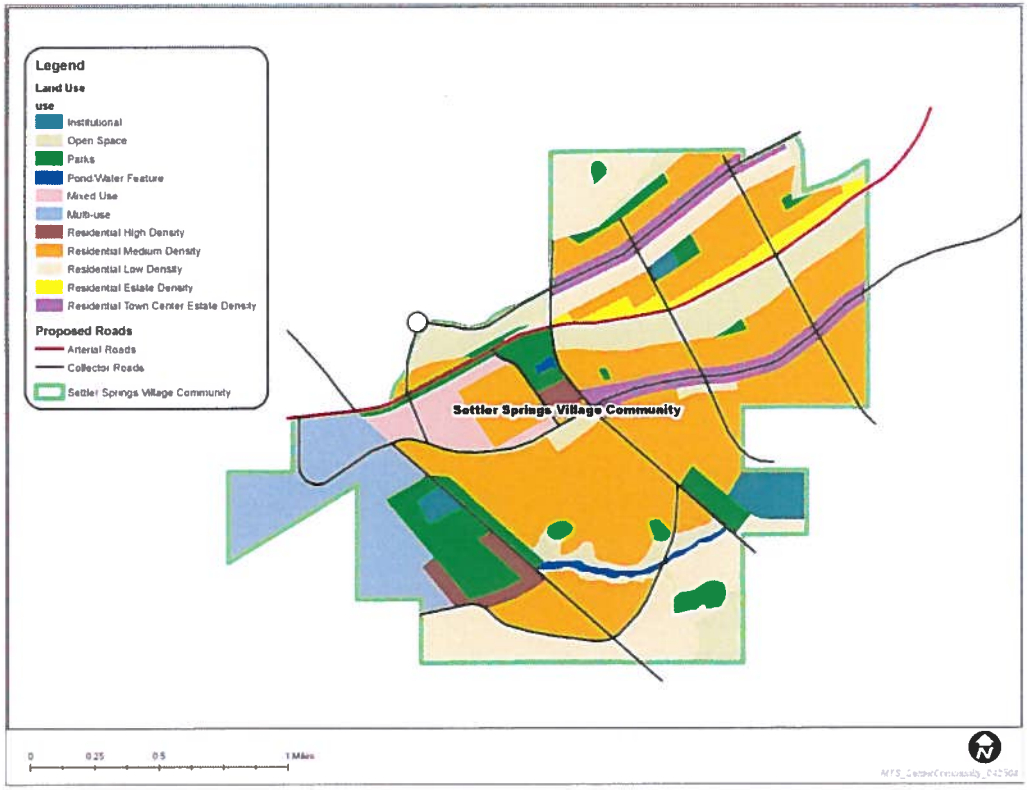

Image B-4_3

Settler Springs Community
Land Uses by Total Acres

Land Uses	Acres by Use
Institutional	46.83
Cemetery	0.00
Open Space	269.18
Parks	175.73
Mixed-Use	61.90
Multi-Use	200.00
High Density	35.54
Medium Density	776.82
Low Density	268.51
Estate Density	41.32
Town Center Estate Density	94.07
Age Qualified	0.00
Total Acres	**1969.90**

Table B-4_T1

Mayfield Community Map

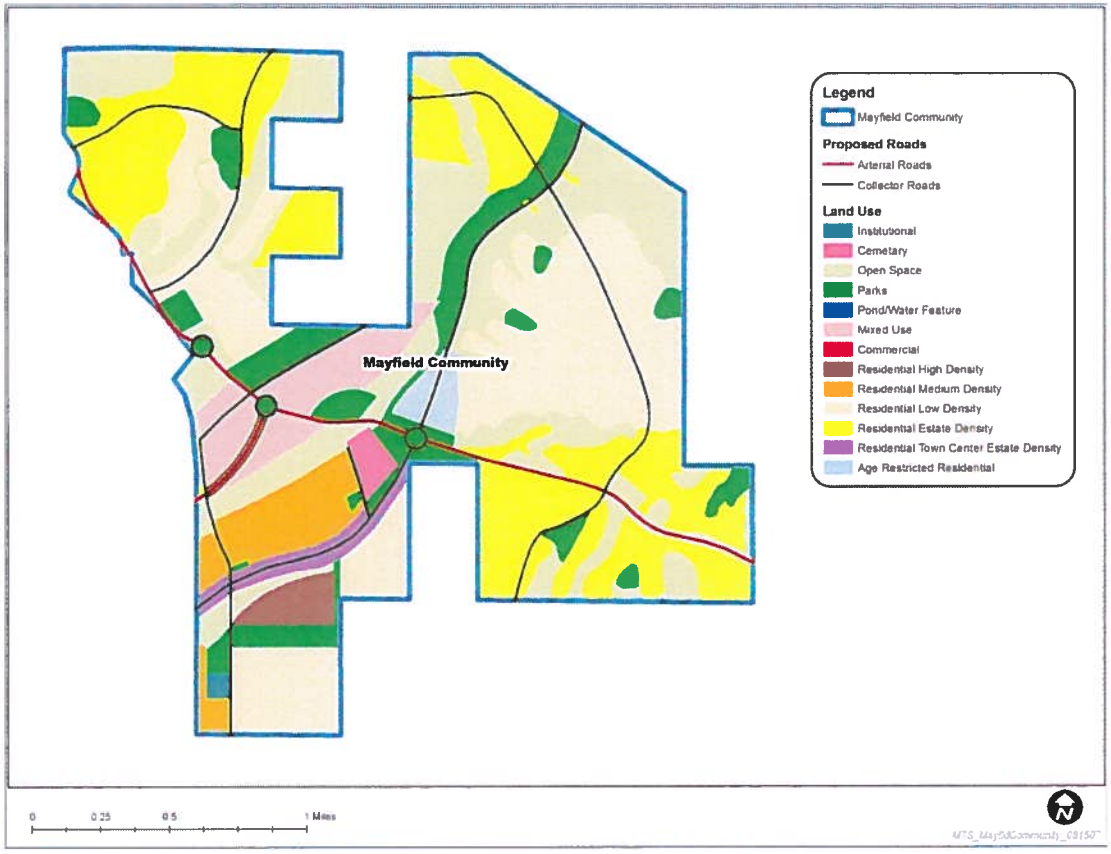

Image B-4_4

Mayfield Community
Land Uses by Total Acres

Land Uses	Acres by Use
Institutional	4.98
Cemetery	17.00
Open Space	479.89
Parks	198.88
Mixed-Use	128.49
Multi-Use	0.00
High Density	31.70
Medium Density	147.69
Low Density	613.43
Estate Density	637.41
Town Center Estate Density	44.36
Age Qualified	29.07
Total Acres	**2332.90**

Table B-4_T2

Prominence Community Map

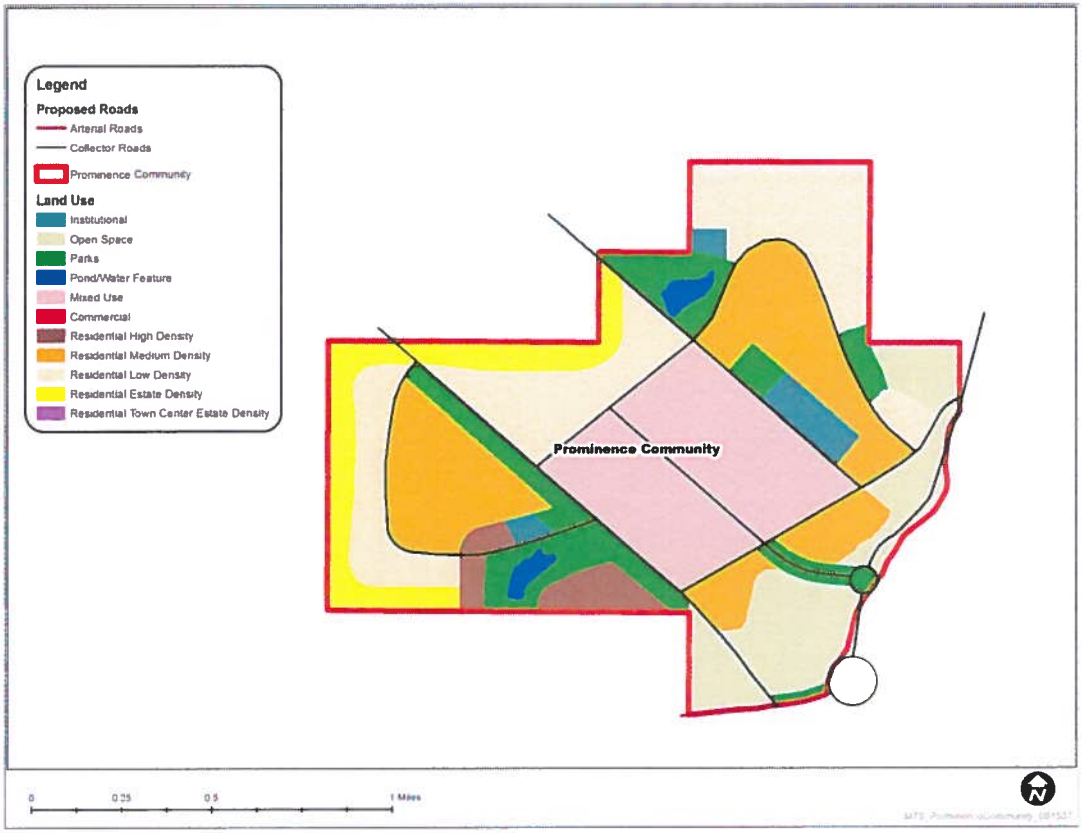

Image B-4_5

Prominence Community
Land Uses by Total Acres

Land Uses	Acres by Use
Institutional	27.84
Cemetery	0.00
Open Space	95.79
Parks	80.35
Mixed-Use	202.66
Multi-Use	0.00
High Density	42.60
Medium Density	240.57
Low Density	283.82
Estate Density	98.58
Town Center Estate Density	0.00
Age Qualified	0.00
Total Acres	**1072.20**

Table B-4_T3

Land Use Density by District Table

Land Use / District	Density	Lot Sizes	
	Dwelling Units Per Acre DU/A	Min Sq. Ft.	Max Sq. Ft.
Estate Density (R-E)	¼ to 1	43,560	174,240
Town Center Estate Density (R-TCE)	½ to 2	21,780	65,340
Low Density (R-L)	3 to 7	6,000	12,000
Medium Density (R-M)	4 to 12	3,500	9,400
High Density (R-H)	10 to 35	1,250	4,000
Age Qualified (AQS)	12 min.	1,250	None
Mixed-Use (MU)	5 to 25 Residential Only	1,250	8,700
Multi-Use (MLTU)	5 to 25 Residential Only	1,250	8,700
Institutional (IST)	N/A	5,000	None
Cemetery (CEM)	N/A	None	None
Developed Open Space/Parks (DO)	N/A	None	None
Open Space (OS)	N/A	None	None

Table B-4_T4

INTENSITY AND DENSITY
BY
NEIGHBORHOOD
AND
LAND USE DISTRICT

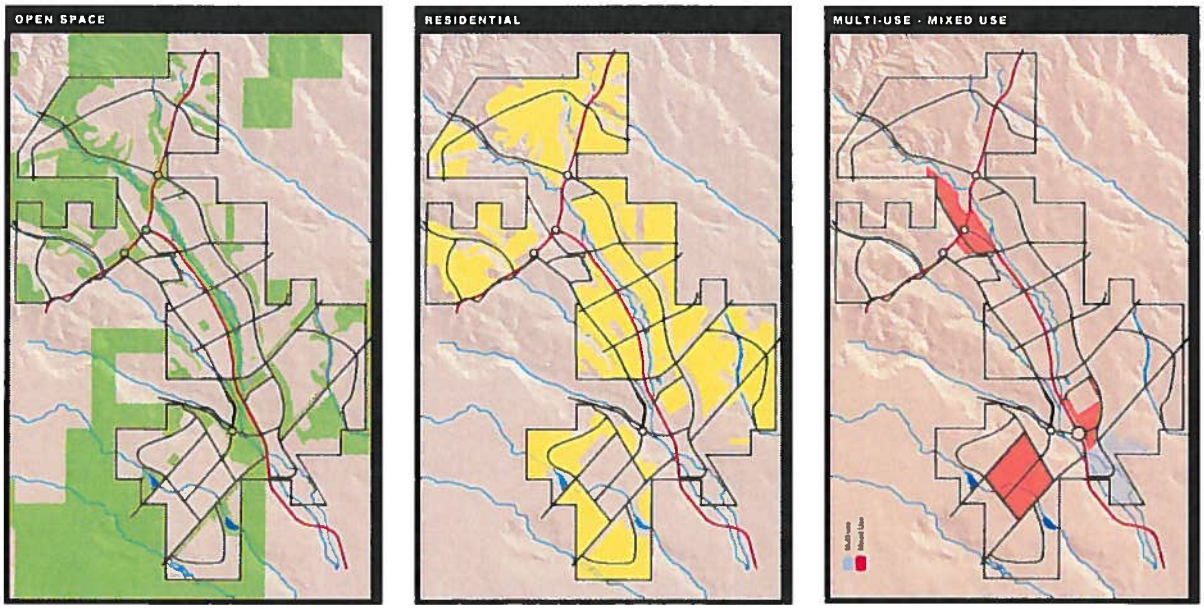

Image B-4_6

Neighborhood Map

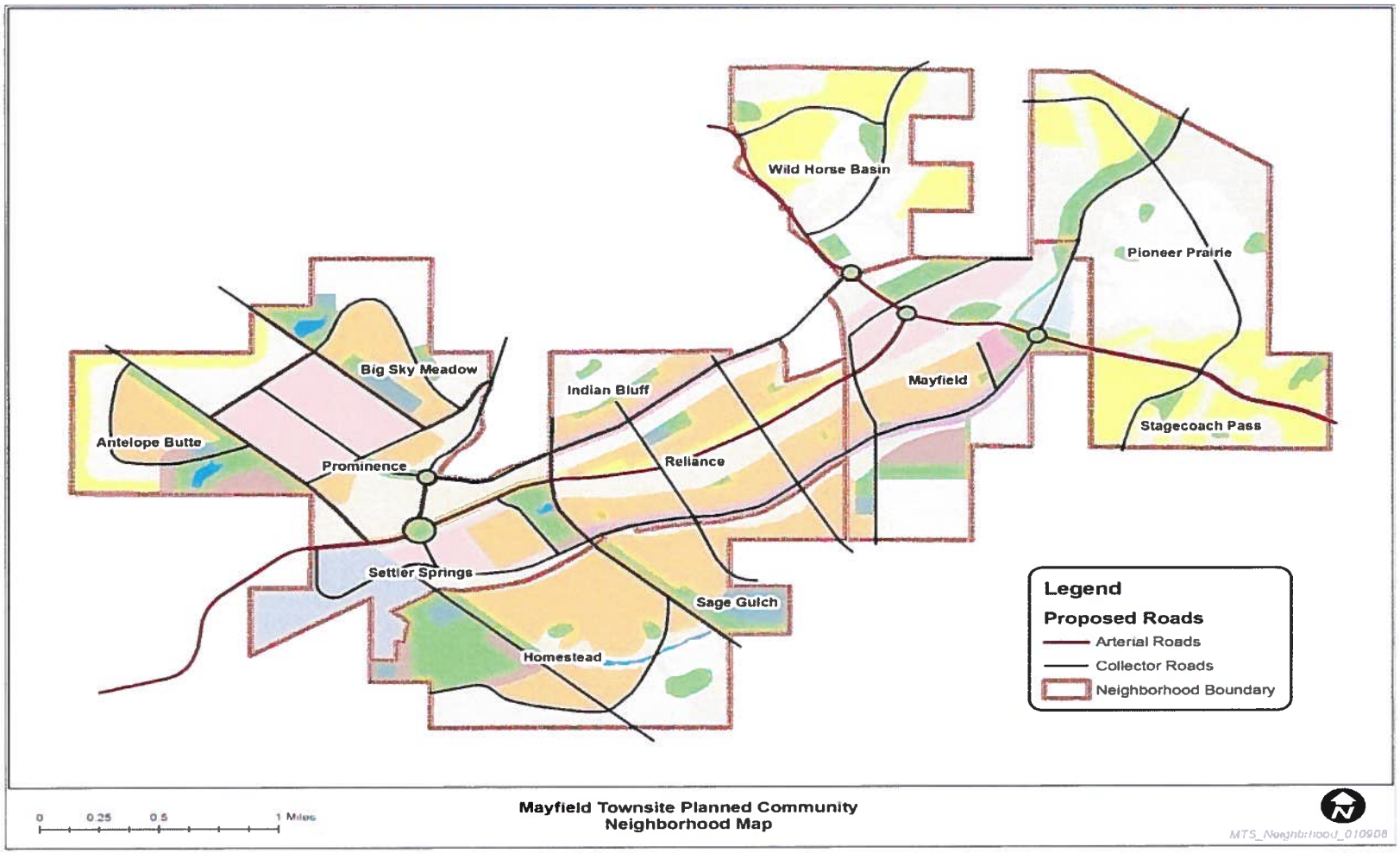

Image B-4_7

Intensity and Density Matrix Defined by Neighborhood and Land Use District Proposed

It is difficult to estimate the exact intensities and densities for large-scale communities with build out projections over fifty years. Therefore, large-scale development, such as planned communities develop a conceptual land use map, which guides development and indicates basic or general land use categories i.e. residential, commercial, open space, etc. The land use map is not intended to be a "zoning or district map" only a general land use map. The land use map should not show specific detail such as residential zoning or district detail such as high density, or low density residential because all "residential uses" are compatible.

The intensities and density map required in this element shows the residential districts proposed and estimates the number of proposed dwellings by land use district. The intensities and density map provides more specific detail how the developer believes the residential uses within the Community will develop over time, based on current market conditions, marketing analysis and current development trends.

The intensity and density by neighborhood and land use district matrixes contained in this document allow for development flexibility. They provide a tool for the developer to modify residential density and intensity within the proposed 'Min/Max' guidelines to meet current market conditions. The matrixes also provide flexibility for the Community over the course of development to meet housing typology needs. The intensity and density map provides the Community an opportunity to shift slightly (increase or decrease density/land uses) with market conditions. It is essential for successful large-scale development such as planned communities to have maximum flexibility affording every opportunity to react quickly to market conditions and Community needs.

The following matrixes (tables) highlight the percentage of the total acres proposed for residential land use development by neighborhood and land use district. The actual percentage of residential land use districts proposed is located in the 'Proposed' column. This column represents the percentage of the total acres proposed by residential land use district within a given neighborhood. This column should equal one hundred (100%) percent. The (100%) percent shown equals the actual percentage of land within the neighborhood, including right-of-way dedicated to residential development. The 'Min and Max' portion of the matrix (columns) allow the Community to modify the residential land use districts proposed within the minimum and maximum limits shown. In other words, the minimum percentage proposed in the 'Min' column indicates the minimum amount or percentage of land required to be dedicated to a specific residential land use district. The maximum percentage proposed is located in the 'Max' column indicates the maximum amount or percentage of land required to be dedicated to a specific residential land use district.

Settler Springs Village Community and Neighborhoods

Intensity And Density Matrix By Neighborhood And Land Use District

Settler Springs Village Community

Land Use District	Homestead Neighborhood			Indian Bluff Neighborhood			Reliance Neighborhood			Sage Gulch Neighborhood			Settler Springs Neighborhood		
	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max
Estate	-	-	-	-	-	-	5%	11.3%	25%	-	-	-	-	-	-
TC Estate	-	-	-	5%	17.4%	30%	5%	17%	35%	0%	5.8%	55%	-	-	-
Low	10%	33.9%	45%	10%	37.4%	45%	5%	14%	35%	-	-	-	-	-	-
Medium	20%	59.9%	60%	15%	45.2%	55%	5%	57.7%	75%	45%	94.2%	100%	50%	90%	95%
High	1%	6.2%	20%	-	-	-	-	-	-	-	-	-	5%	10%	50%
Age Qualified	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Table B-4_T6

Mayfield Townsite Community and Neighborhoods

Intensity And Density Matrix By Neighborhood And Land Use District

Mayfield Townsite

Land Use District	Mayfield Neighborhood			Pioneer's Prairie Neighborhood			Stagecoach Pass Neighborhood			Wild Horse Basin Neighborhood		
	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max
Estate	0 %	.6%	10%	25%	41.4%	60%	100%	100%	100%	40%	66.4%	80%
TC Estate	5%	11.1%	40%	-	-	-	-	-	-	-	-	-
Low	20%	41.7%	60%	40%	58.6%	75%	-	-	-	20%	33.6%	60%
Medium	10%	29.6%	70%	-	-	-	-	-	-	-	-	-
High	2%	8.8%	25%	-	-	-	-	-	-	-	-	-
Age Qualified	2%	8.1%	20%	-	-	-	-	-	-	-	-	-

Table B-4_T5

Prominence Village Community and Neighborhoods

Intensity And Density Matrix
By Neighborhood And Land Use District
Prominence Village Community

Land Use District	Antelope Butte Neighborhood			Big Sky Meadow Neighborhood			Prominence Neighborhood		
	Min	Proposed	Max	Min	Proposed	Max	Min	Proposed	Max
Estate	10%	27.4%	45%	-	-	-	-	-	-
TC Estate	-	-	-	-	-	-	-	-	-
Low	10%	38.3%	55%	30%	53.2%	80%	-	-	-
Medium	5%	24.1%	45%	20%	46.8%	70%	100%	100%	100%
High	5%	10.3%	20%	-	-	-	-	-	-
Age Qualified	-	-	-	-	-	-	-	-	-

Table B-4_T7

Mayfield Townsite Planned Community

Sub Element B5

Transportation & Mobility Plan

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Additional Strategies to Reduce Vehicle Trips..... 41

INTERNAL AND EXTERNAL COMMUNITY CONNECTIVITY

General Access

The site is accessible from several local roads and from Interstate 84 at three locations as depicted on the General Vicinity and Existing Transportation Corridors Map. Interstate 84 is an east-west Federal Interstate providing regional accessibility between Salt lake City, Utah and Portland, Oregon. I-84 provides access to numerous cities, commercial centers and employment centers throughout the state. The southern portion of the Community is located a short distance (approximately 1.8 miles) and within easy access of I-84. The primary and most direct interstate access to the Community is the South Orchard Interchange (exit 71) which is located approximately midway between the City of Mountain Home and the City of Boise.

The following are existing access points from Interstate 84 to the Community when heading north on I-84 from Mountain Home:

- Simco Road (exit 84), to Desert Wind Road, to S. Regina Road to E. Indian Creek Road. The southernmost entry point of the Community.
- S. Orchard (exit 71), to E. Indian Creek Road. This is the main southern entry to the Community and the most direct route from Interstate 84, approximately 1.8 miles.
- Blacks Creek Road (exit 64), to Foothills Avenue which becomes Mayfield Road. This is the northern entry, which leads to the Mayfield Townsite and heart of the Community.

Several proposed arterials and collectors will connect the Community to these existing access points.

Internal and External Connectivity

The Mayfield Townsite Planned Community will provide superior internal and external connectivity. The Community will have several arterials and collectors that will provide enhanced east to west and north to south connectivity. Additional Community connectivity will be established through a variety of trail and pathway systems. This plan will also demonstrate a variety of arterial, collector, and local street system designed specifically to meet Community connectivity needs. The proposed street, path and trail, cross-section design will facilitate good site accessibility and safety while providing for the adequate movement of vehicles and pedestrians within the Community.

General Vicinity and Existing Transportation Corridors Map

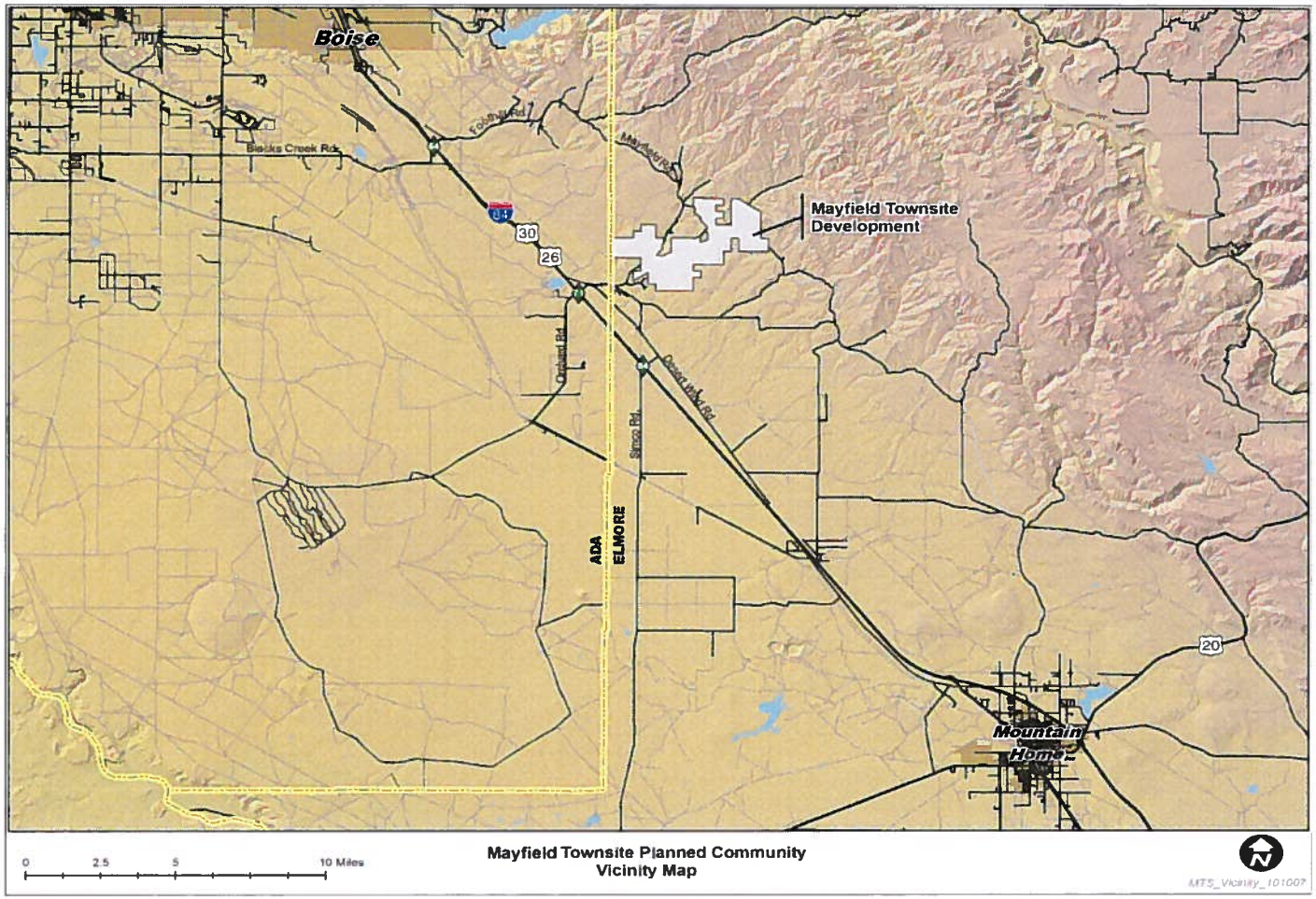


Image B-5_1

Detailed Transportation Corridors Map

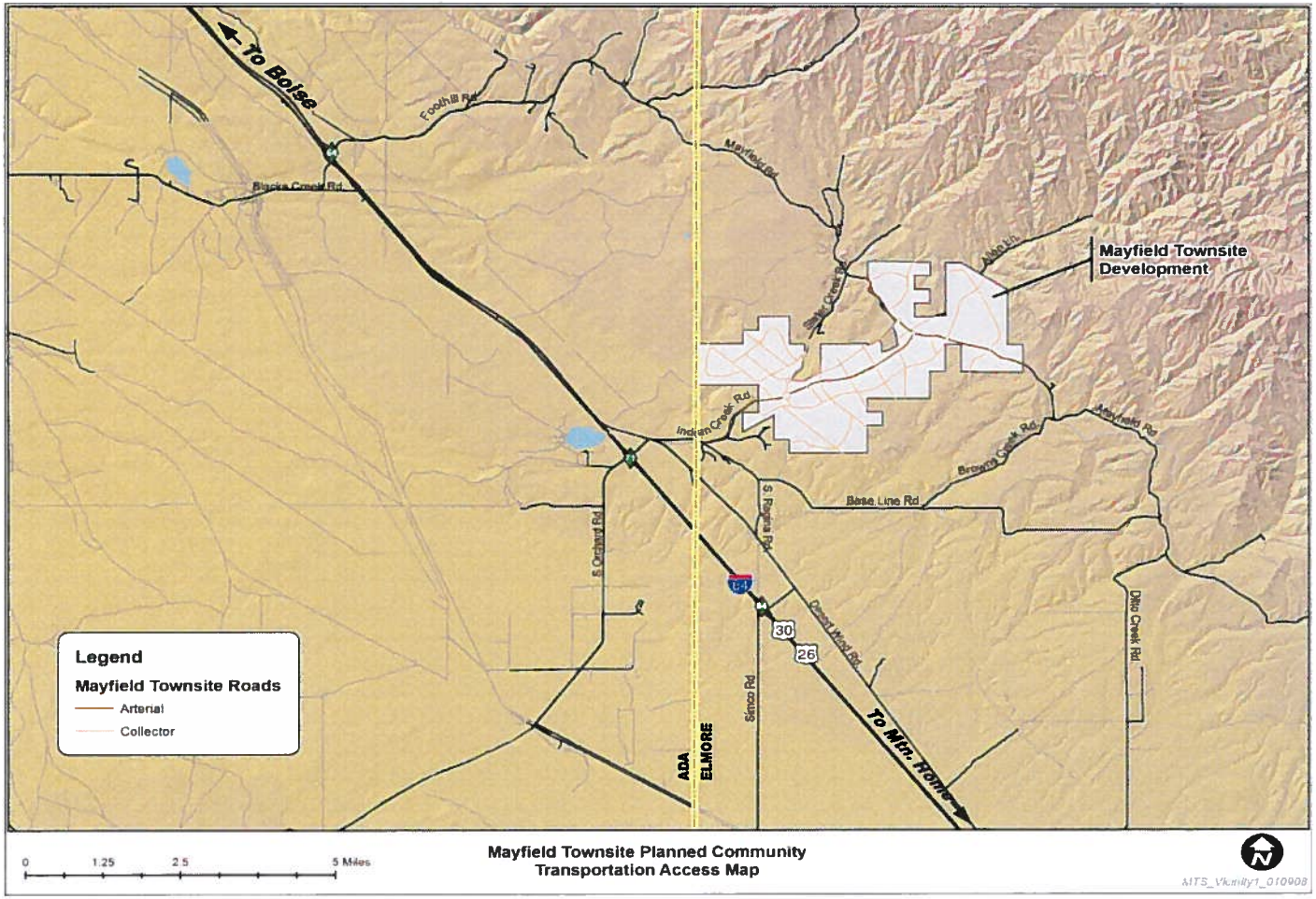


Image B-5_2

Illustrations Depicting Cross Sections of Proposed Street Systems

The Mayfield Townsite Planned Community is proposing a variety of street, and trail, and path typologies to fit the needs of the Community. It is our intention to utilize the proposed typologies contained in this mobility plan to the greatest extent possible. However, we are also committed to working with the Mountain Home Highway District and other state and federal agencies, as appropriate, to improve upon and/or add to the proposed typologies contained in this plan. Site or easement constraints might also mandate-modifications of the proposed street, and trail and path typologies.

Cross Sections of Proposed Streets

Arterials

Arterials are roadways of regional significance with the primary function of carrying traffic through the Community. A secondary function is to provide service to abutting property. Direct lot access is generally restricted. Arterial streets may also be designated as bicycle and bus routes. Typically, arterials are planned as multi-lane sections with turn lanes at key intersections. Sidewalks are generally set back from the travel ways and parking is generally prohibited on arterials. The Mayfield Townsite Planned Community is proposing three arterial street typologies as shown in this plan. The Average Daily Traffic (ADT) on arterials is generally greater than 8,500 trips.

Collectors

Collectors are roadways that connect local streets to internal and external regional arterial street systems. They may also serve as access roads to individual parcels. Collectors are generally planned as multi-lane sections with turn lanes at key intersections. Bike lanes and sidewalks are normally included. The Mayfield Townsite Planned Community is proposing three collector street typologies as shown in this plan.

Residential Collector Streets: The primary function of a residential collector street is to intercept traffic from local streets and minor numbers of abutting parcels, and carry that traffic to a collector or arterial street. Typically, a residential collector is less than 1,300 feet long and typically has Average Daily Traffic (ADT) of less than 2,000, except where the residential collector is within 500-feet of its connection to a collector or arterial street.

Collector Streets: The primary function of a collector street is to intercept traffic from the local street system and carry that traffic to the nearest arterial street. A secondary function of a collector street is to service abutting property. Access on a collector is generally limited or controlled. Collector, like arterial streets may also be designated as bicycle and bus routes. Average Daily Traffic (ADT) on collectors is generally less than 8,500 in residential areas, but may be greater in areas of non-residential use.

Roundabouts

A roundabout is a circular intersection. Roundabouts are used to reduce accidents, traffic delays, fuel consumption, air pollution, and construction costs, while increasing capacity and enhancing intersection beauty. They are also used to control traffic speeds in residential neighborhoods and are generally accepted as one of the safest types of intersection design. The Mayfield Townsite Planned Community is proposing one roundabout typology as shown in this plan at various diameters to serve the needs of the community.

Local Streets

Local Streets provide neighborhood connectivity to collector and arterial streets. The primary function of a local street is to serve abutting property. Normally, abutting property will have free access to the street. Most of the streets proposed within the community will be local streets. Generally, on-street parking is allowed and bicyclists can share the travel lanes because traffic volumes and speeds are low. The Mayfield Townsite Planned Community is proposing five local street typologies as shown in this plan.

Local Street Development Options Using Common Driveways

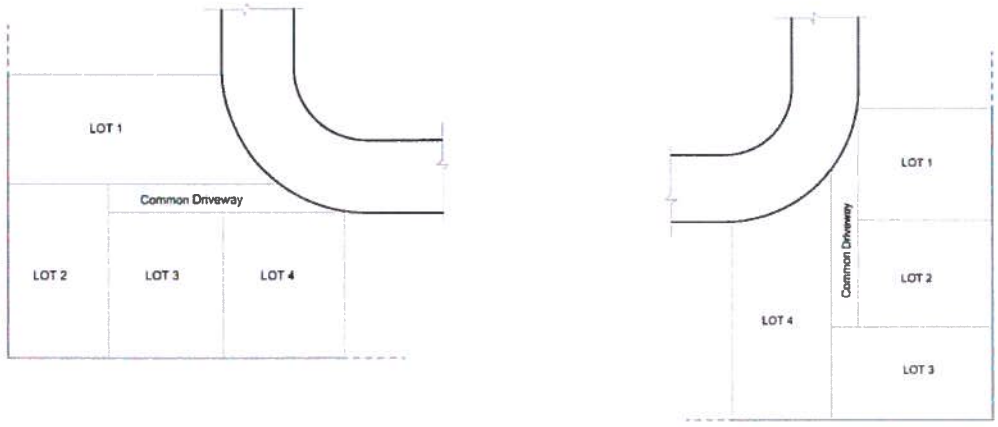


Image B-5_3

Local Street Cul-de-Sac With Common Driveways Option

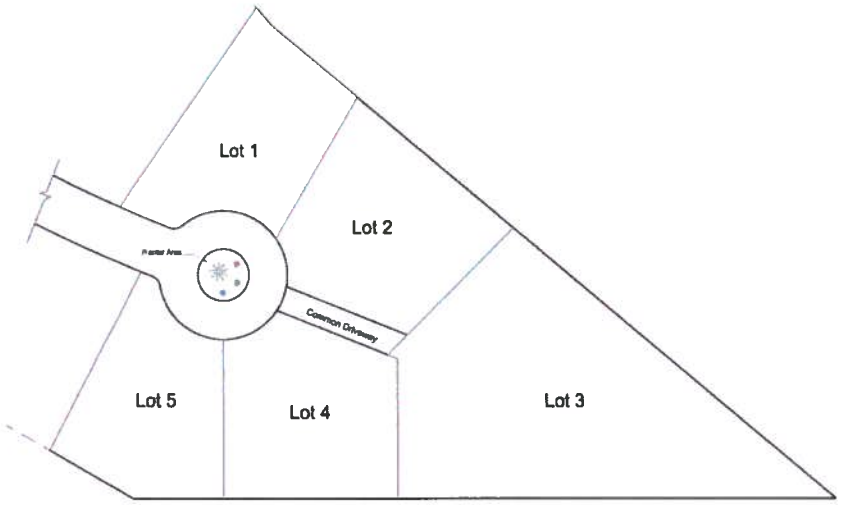


Image B-5_4

Local Street Cul-de-Sac With Center Planter

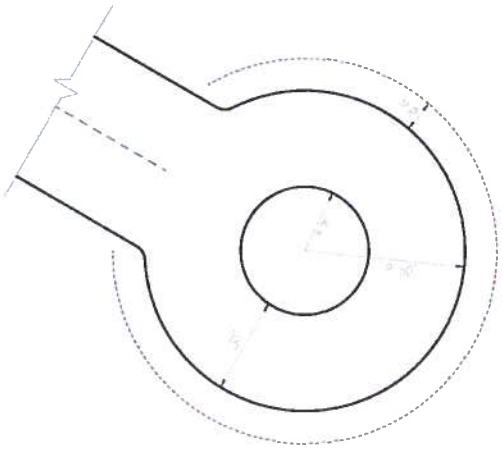


Image B-5_5

Local Street Knuckle With Center Planter and Flag Lot Option

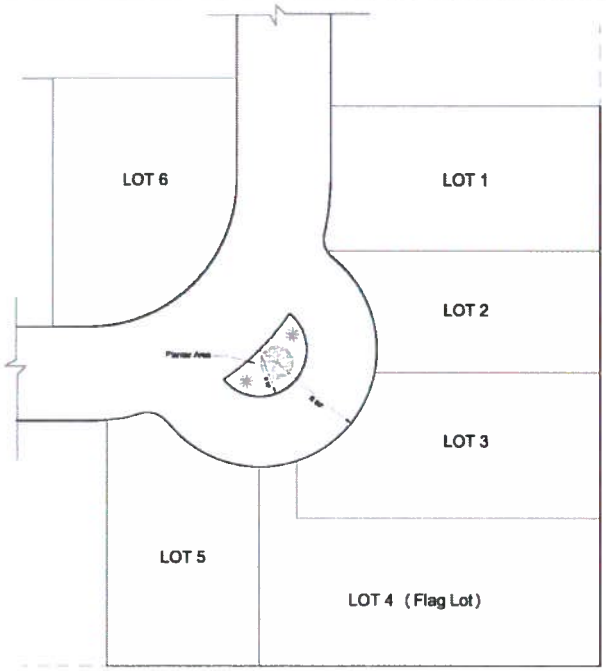


Image B-5_6

Alleys

Alleys are typically not considered part of the traffic circulation system but they do provide secondary access. They also provide viable options for many types of housing including but not limited to clustered and mixed-use development. Alleys encourage pedestrian traffic (walkability) by providing additional access. Alleys allow services such as garbage collection, electrical and gas access, and off-street parking. Alleys allow garages to be hidden behind development and off the local traffic circulation system. Alleys may be developed as dedicated Rights-of-way (ROW) or through easements.

Alley Development Options

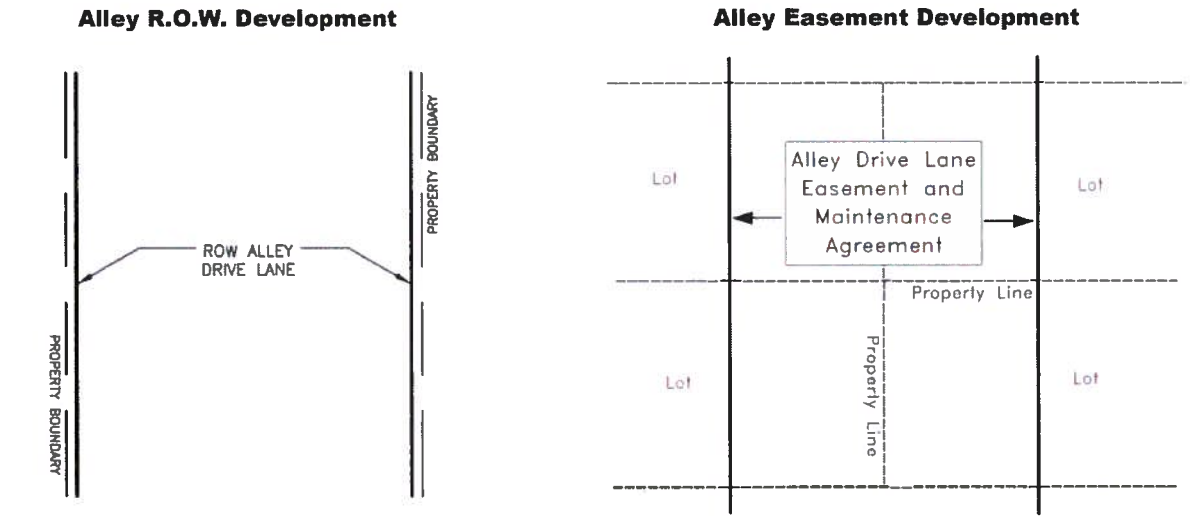


Image B-5_7

Arterial ART-1 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Arterial Roadway	ART-1	76ft.	18 ft.	2	12 ft.	Yes	No	6 ft. both sides	No

Table B-5_T1

Arterial ART-1

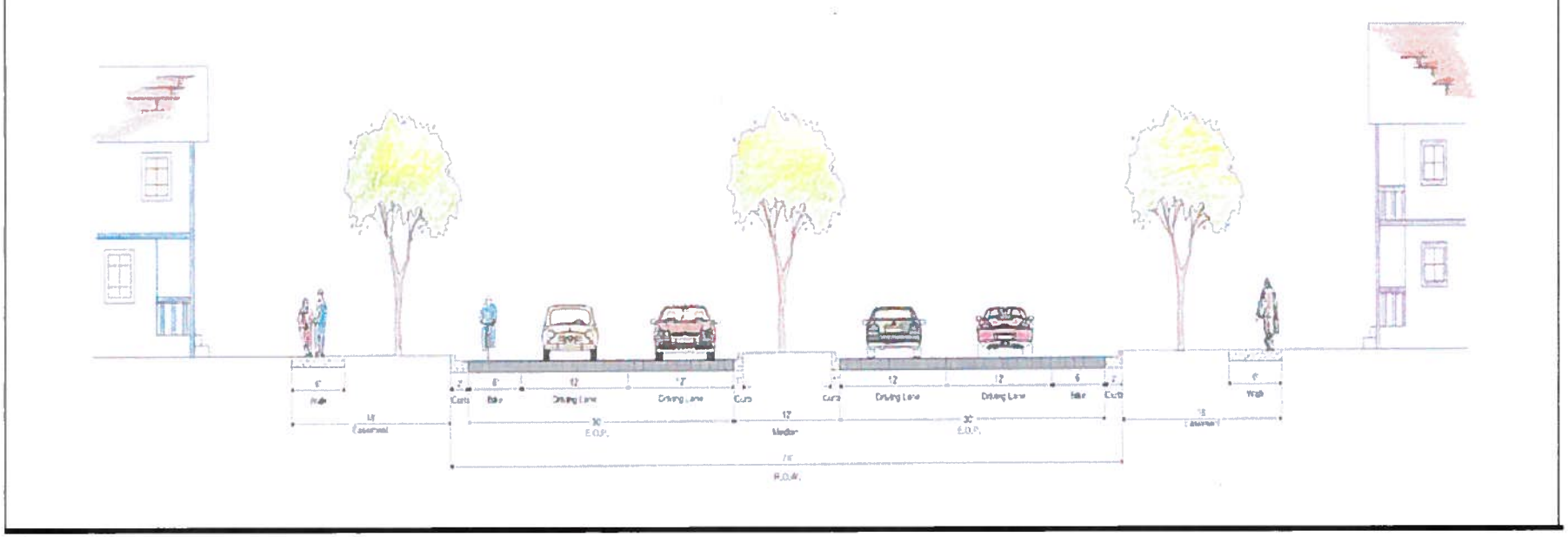


Image B-5_8

Arterial ART-2 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Arterial Roadway	ART-2	100 ft.	No	2	12 ft.	Yes	No	6 ft. both sides	No

Table B-5_T2

Arterial ART-2

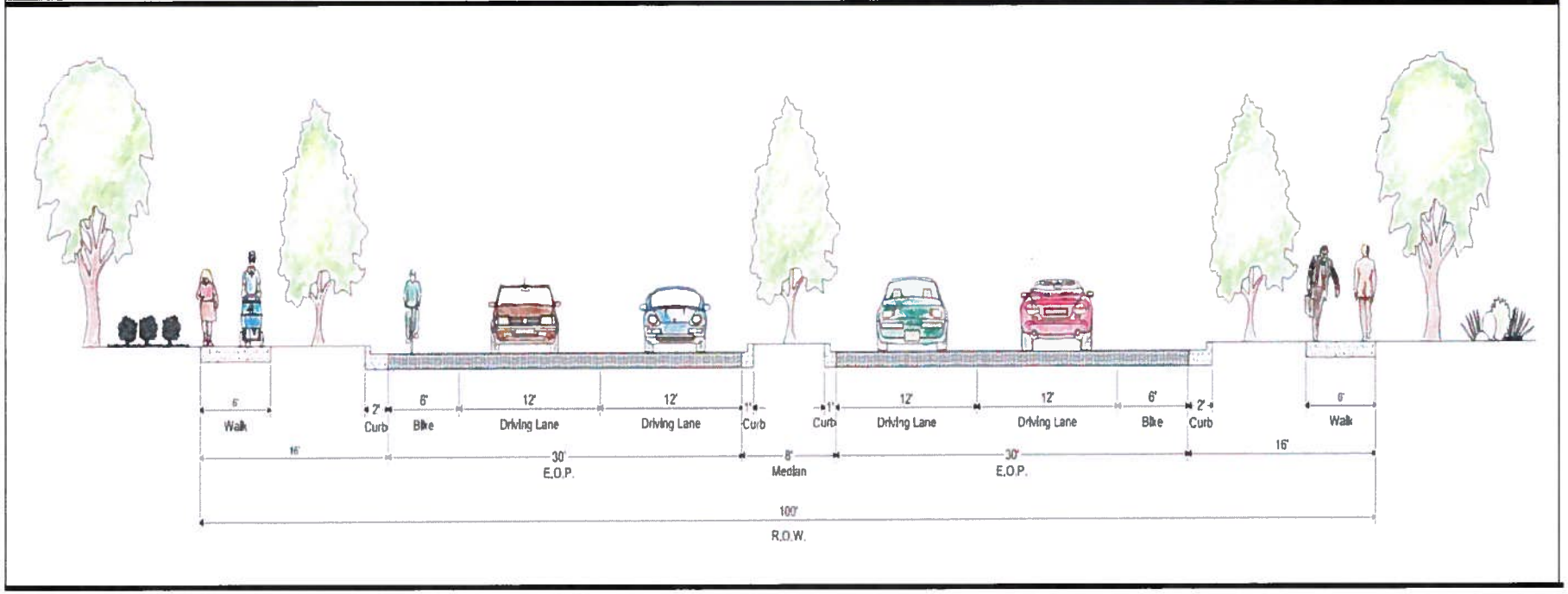


Image B-5_9

Arterial ART-3 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Arterial Roadway	ART-3	88 ft.	20 ft.	3	12 ft.	No	No	6 ft. one side	10 ft one side

Table B-5_T3

Arterial ART-3

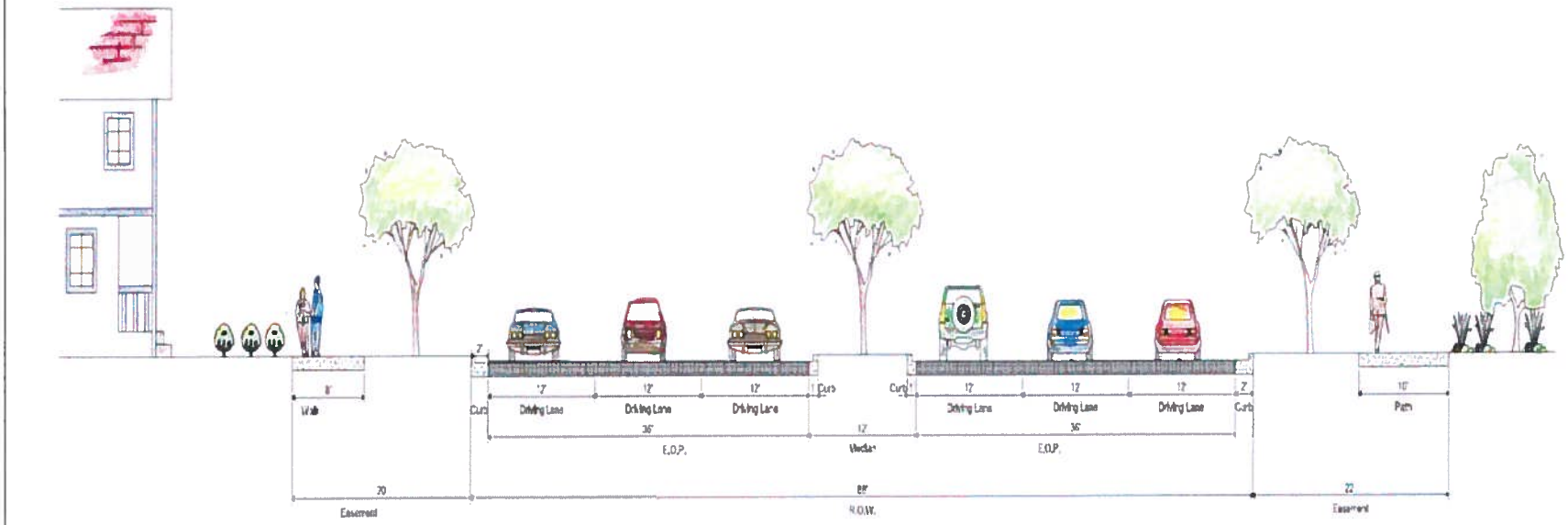


Image B-5_10

Arterial ART-4 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Arterial Roadway	ART-4	56 ft.	No	2	12 ft.	No	No	No	No

Table B-5_T4

Arterial ART-4

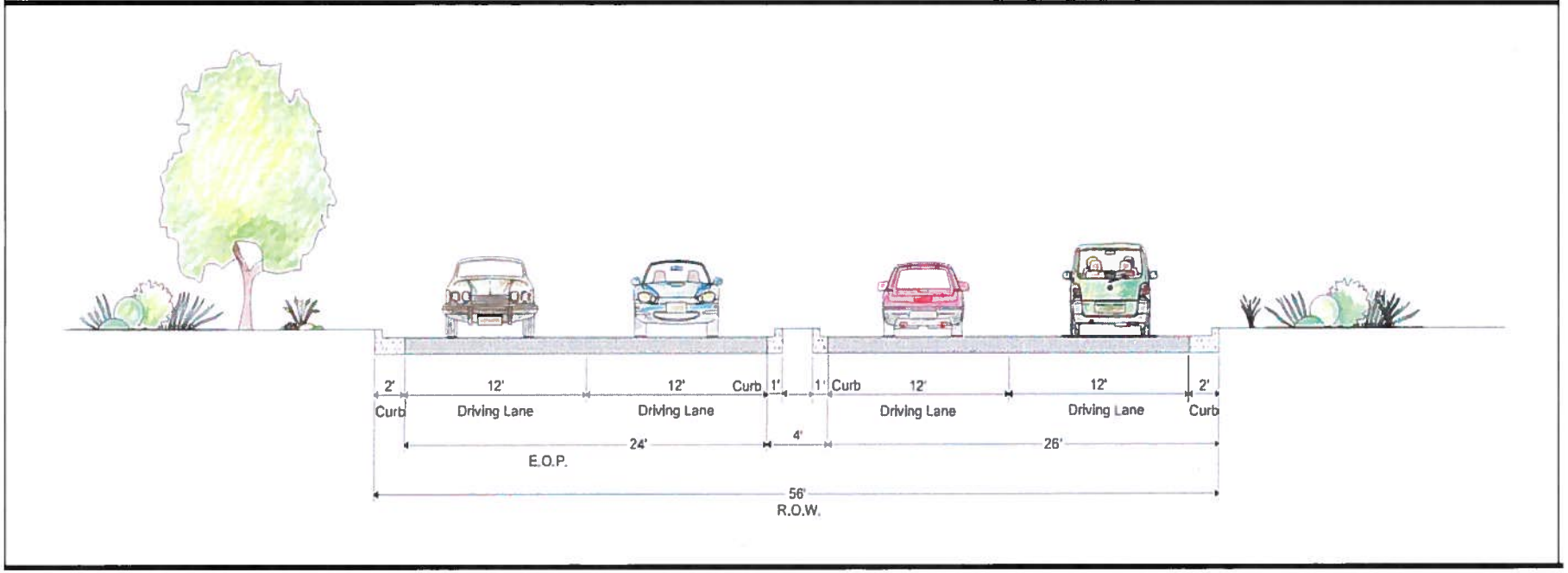


Image B-5_11

Collector COL-1 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Collector Roadway	COL-1	100 ft.	No	2	12 ft.	Yes	No	6 ft. both sides	No

Table B-5_T5

Collector COL-1

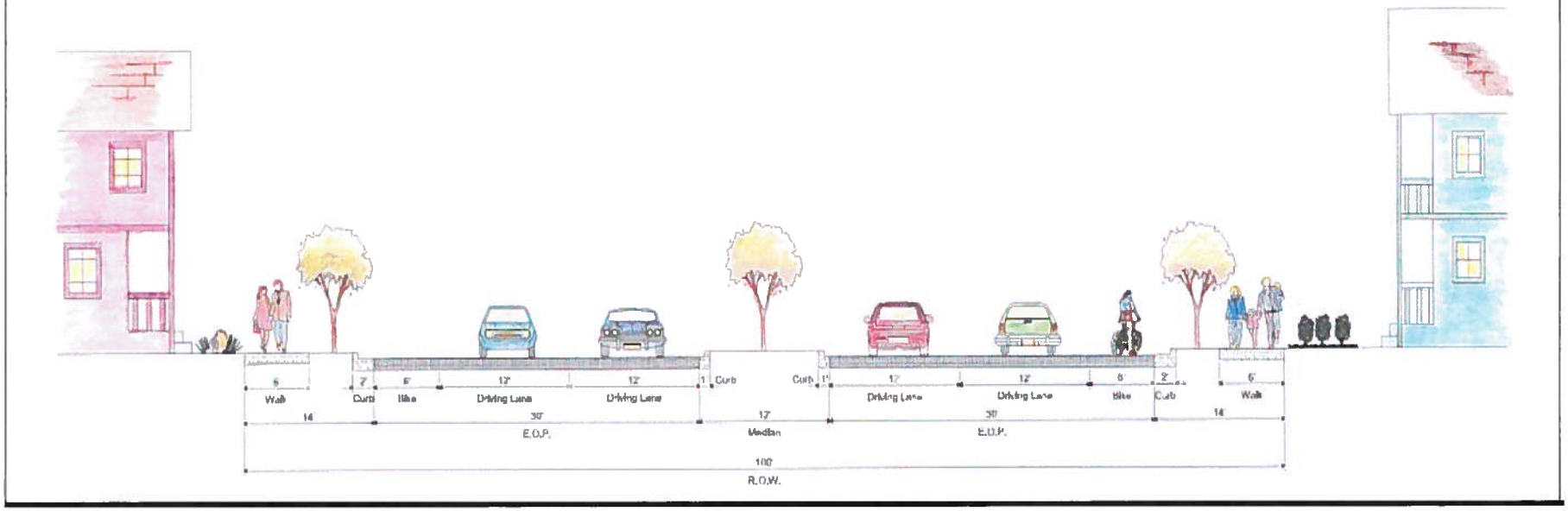


Image B-5_12

Collector COL-2 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Collector Roadway	COL-2	84 ft.	No	2	12ft.	Yes	No	4 ft. both sides	No

Table B-5_T6

Collector COL-2

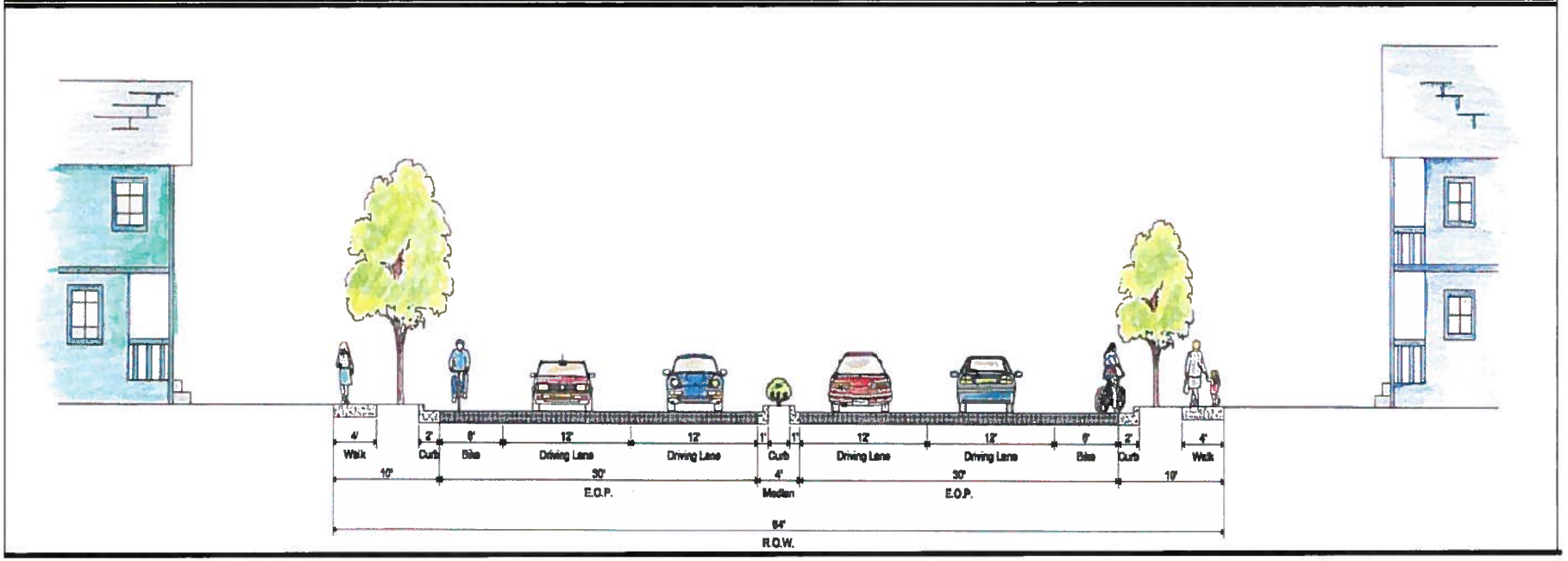


Image B-5_13

Collector COL-3 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Collector Roadway	COL-3	76 ft.	25 ft.	2	12 ft.	Yes	No	6 ft. both sides	No

Table B-5_T7

Collector COL-3

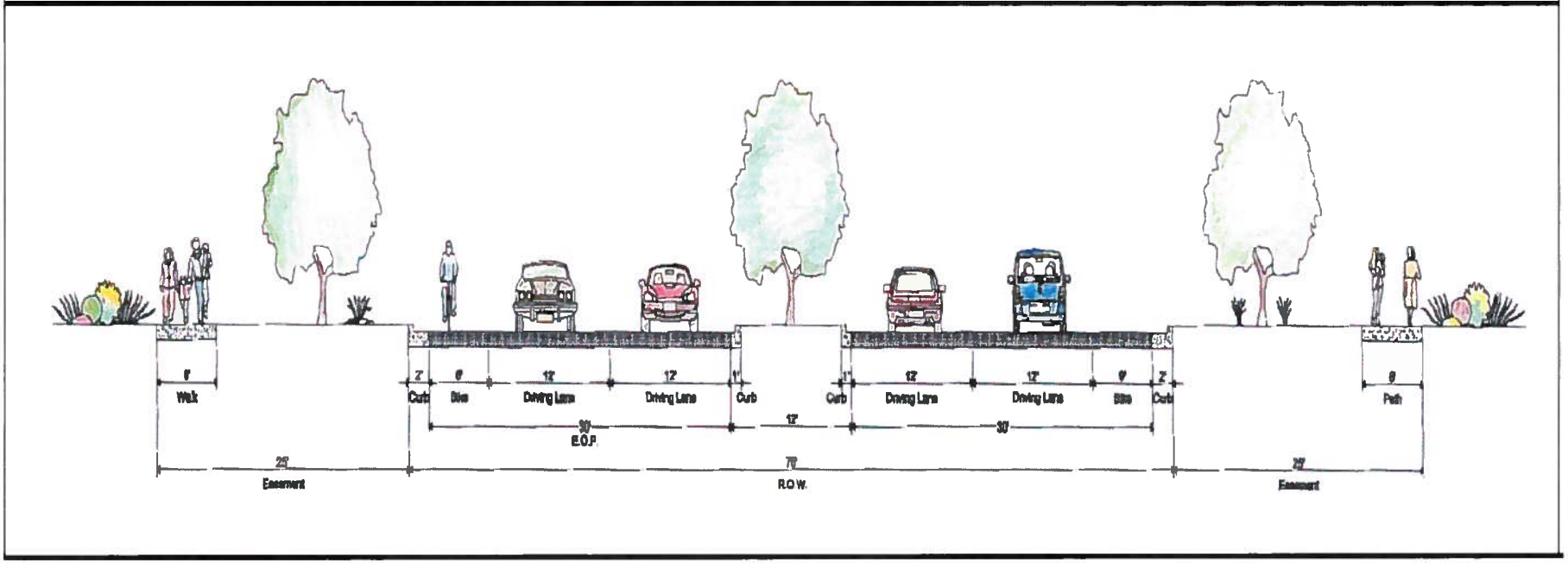


Image B-5_14

Roundabout RND-1 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Roundabout	RND-1	As Required	As Required	As Required	As Required	As Required	No	As Required	No

Table B-5_T8

Roundabout RND-1

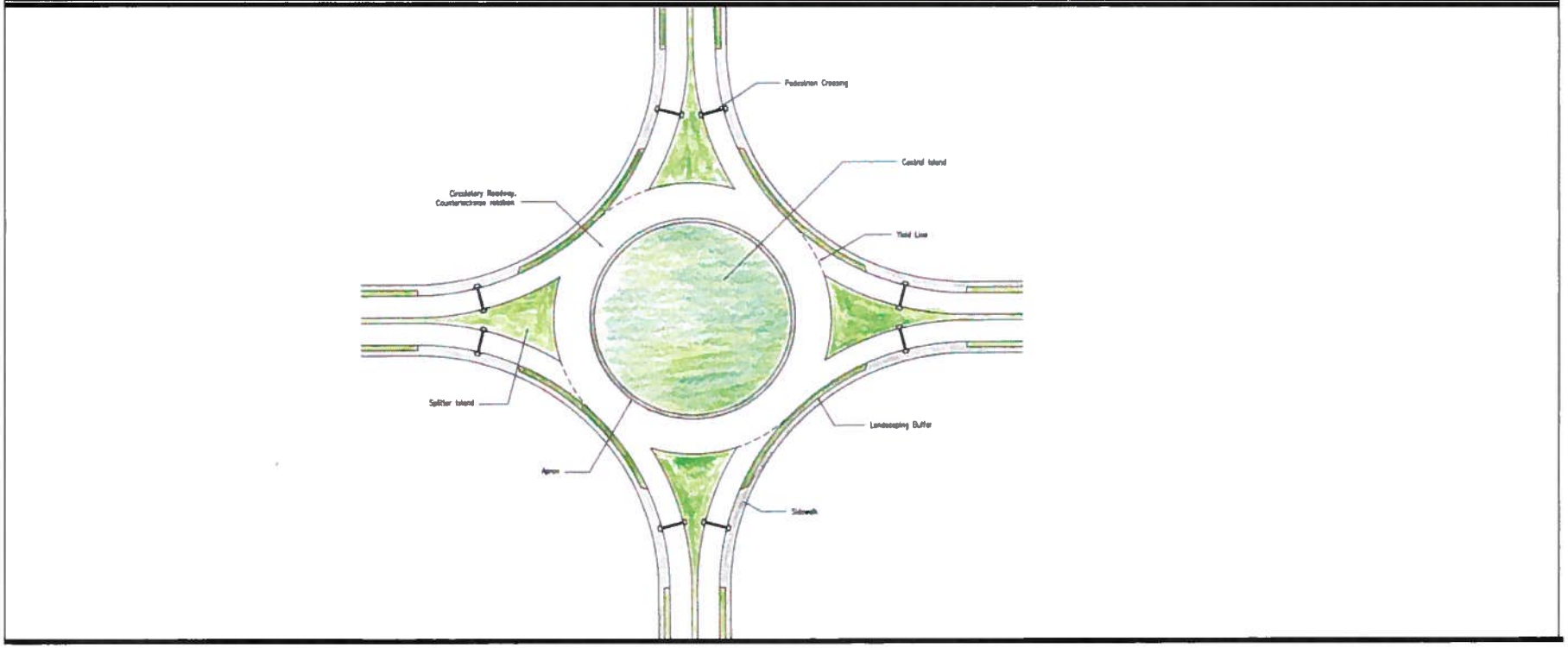


Image B-5_14

Local Street LS-1 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Local Street	LS-1	32 ft.	10 ft.	2	14 ft.	No	No	Yes, 4 ft. both sides	No

Table B-5_T9

Local Street LS-1

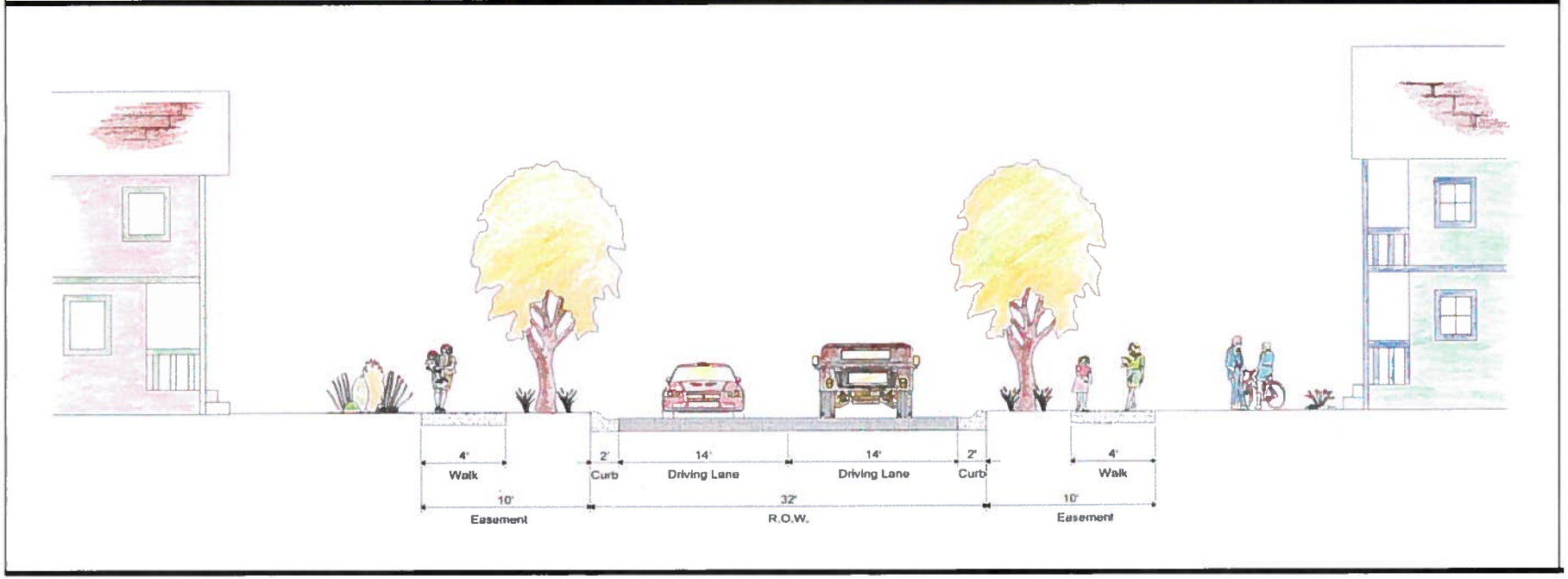


Image B-5_16

Local Street LS-2 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Local Street	LS-2	48 ft.	12 ft.	1	14 ft.	No	Yes	Yes, 4 ft. both sides	No

Table B-5_T10

Local Street LS-2

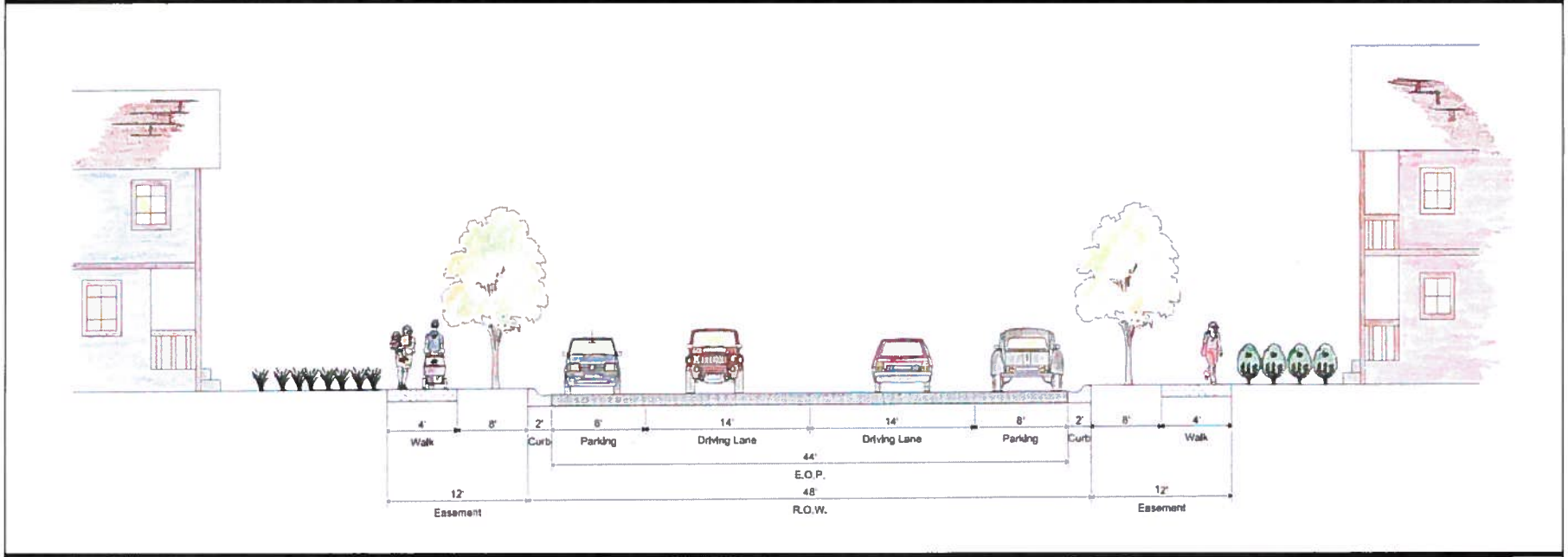


Image B-5_17

Local Street LS-3 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Local Street	LS-3	48 ft.	6 ft.& 12 ft.	1	14 ft.	No	Yes	Yes, 4 ft. one side	No

Table B-5_T11

Local Street LS-3

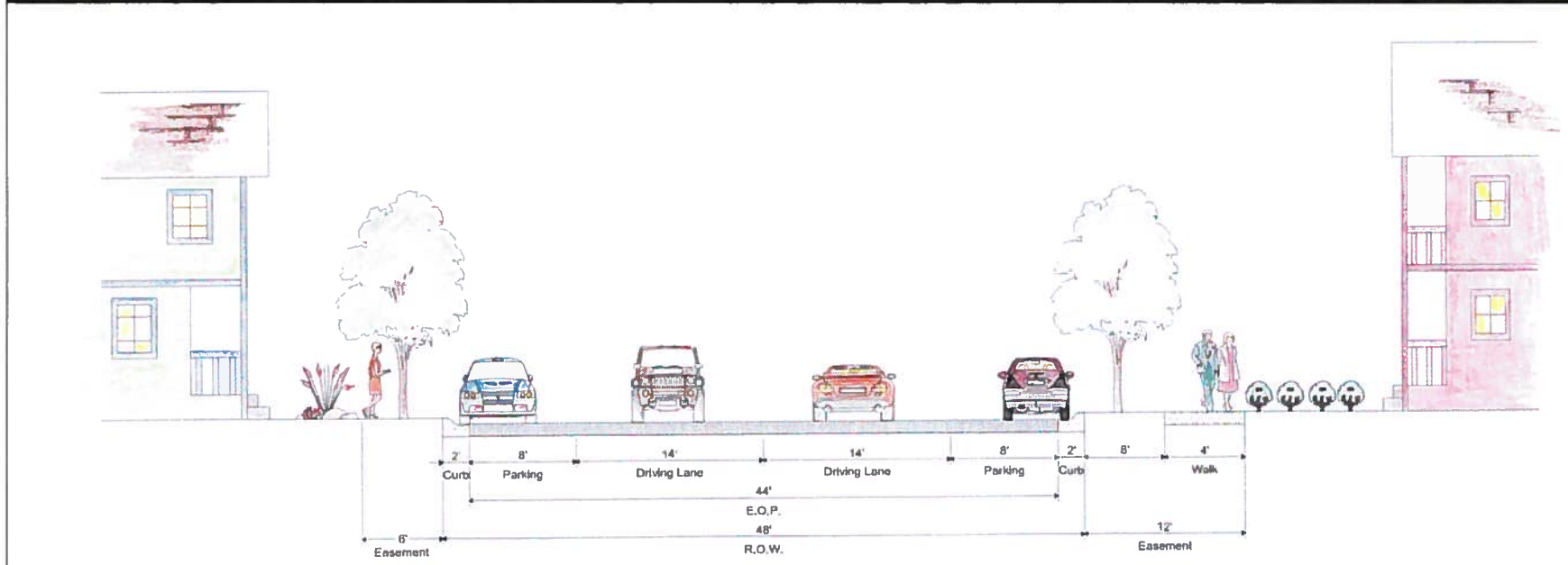


Image B-5_18

Local Street LS-4 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Local Street	LS-4	48 ft.	12 ft.	1	14 ft.	No	Yes	Yes, 4 ft. one side	10 ft one side

Table B-5_T12

Local Street LS-4

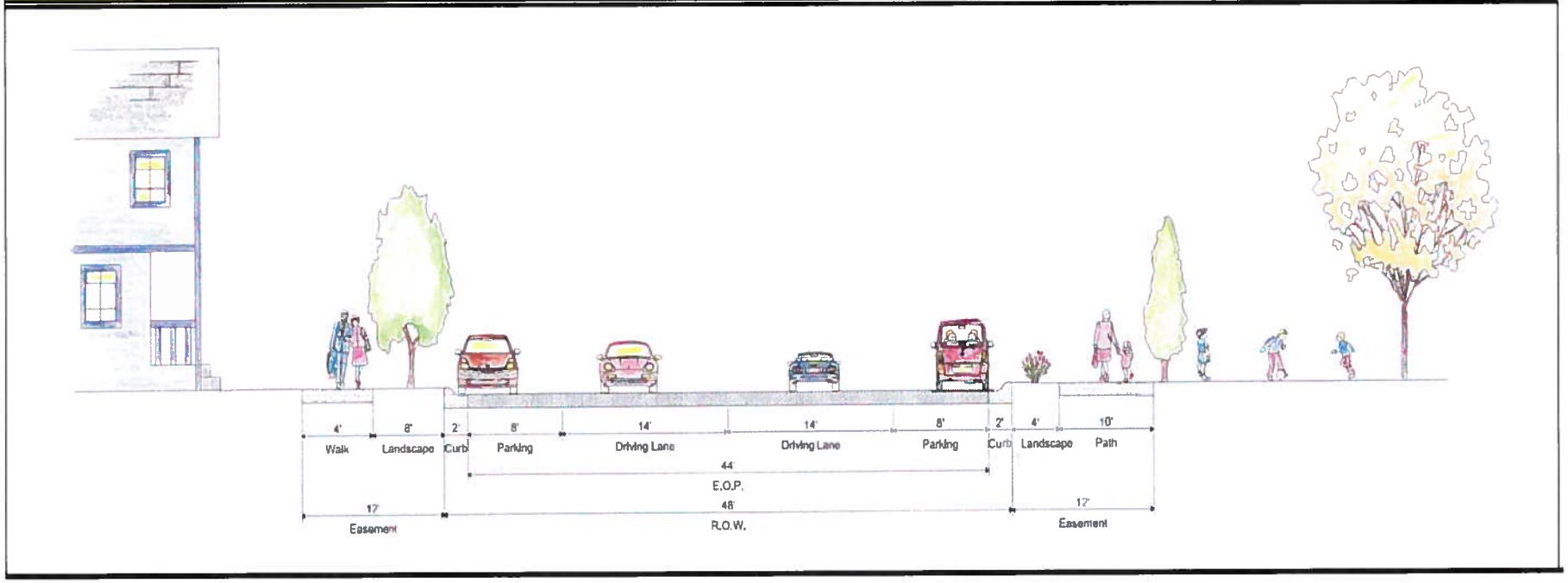


Image B-5_19

Local Street LS-5 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Local Street	LS-5	48 ft.	12 ft.	2	18 ft./10 ft.	No	Yes 1-side	Yes, 4 ft. one side	No

Table B-5_T13

Local Street LS-5

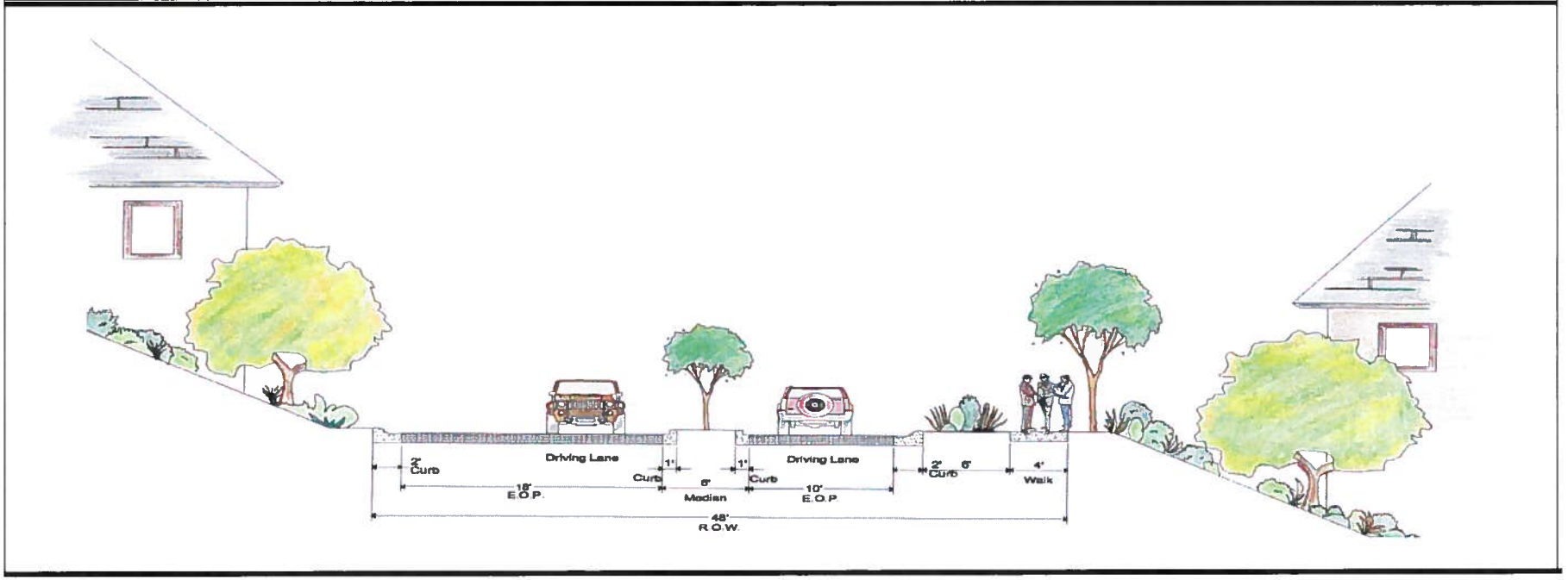


Image B-5_20

Local Street LS-6 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Local Street	LS-6	44 ft.	12 ft.	2	12 ft.	No	Yes	Yes, 4 ft. both sides	No

Table B-5_T14

Local Street LS-6

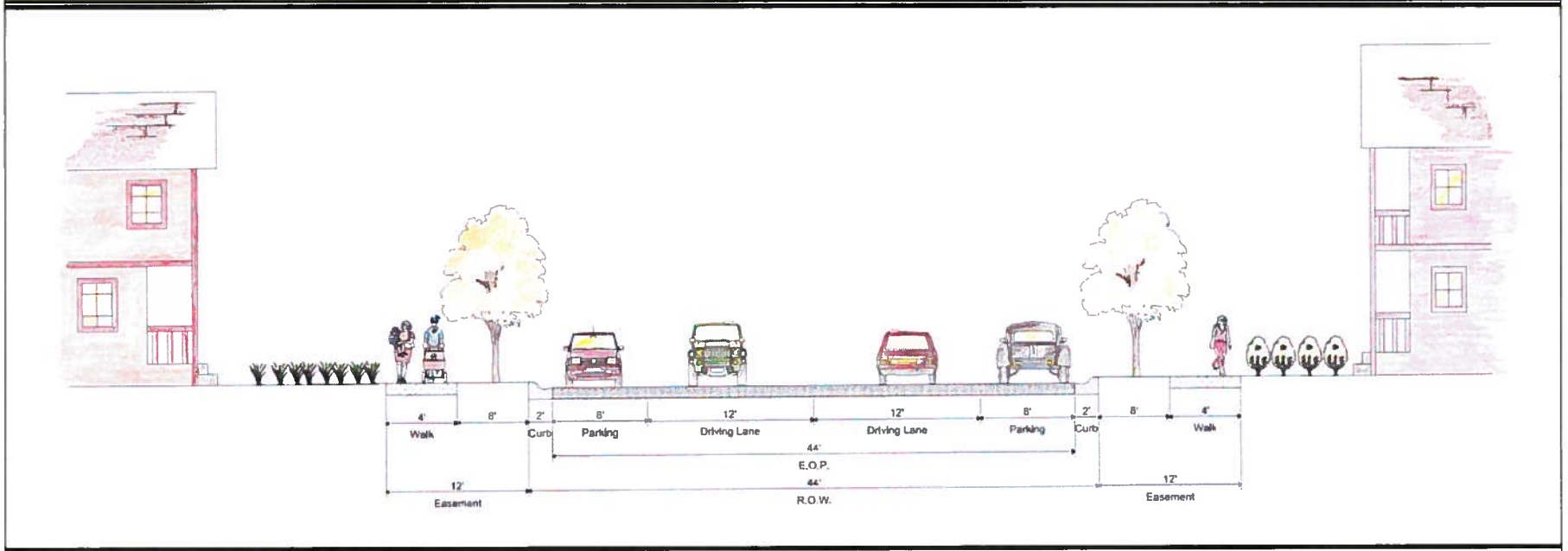


Image B-5_21

Local Street LS-7 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Local Street	LS-7	36 ft.	10 ft.	2	16 ft.	No	No	Yes, 4 ft. both sides	No

Table B-5_T15

Local Street LS-7

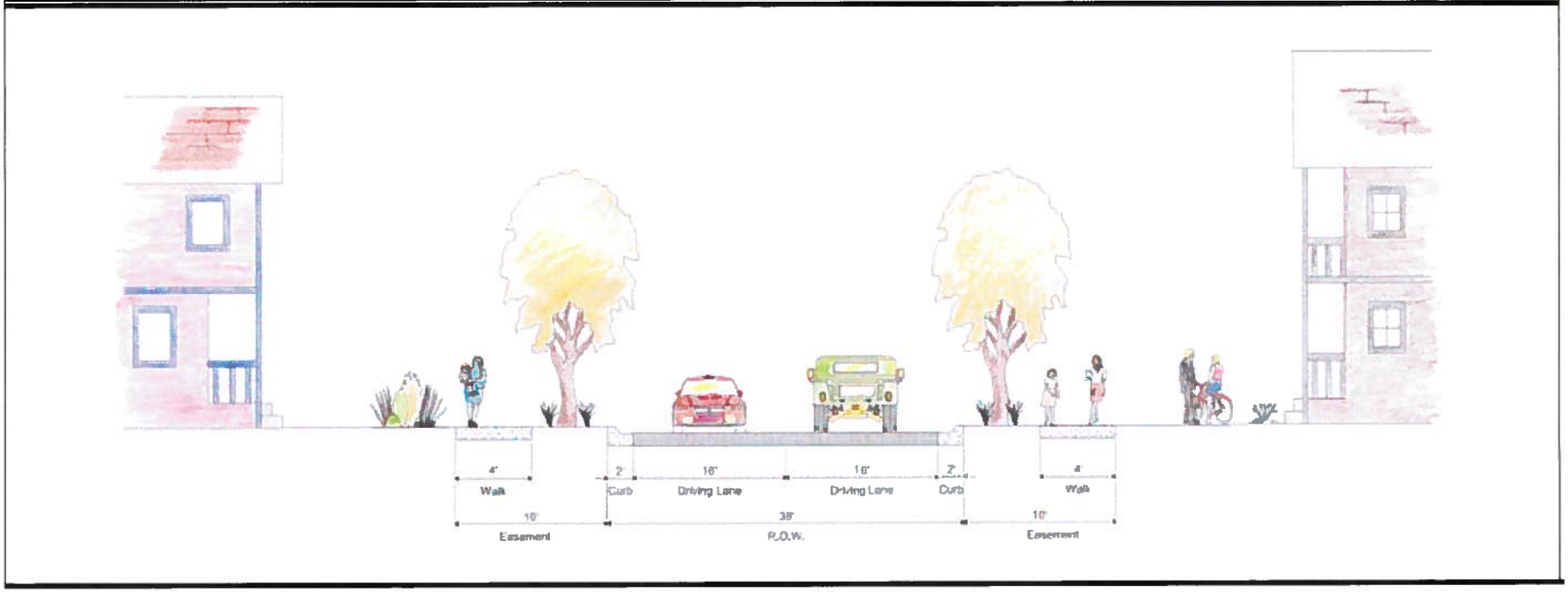


Image B-5_22

Alley AL-1 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Alley	AL-1	24 ft.	Optional	2	10 ft.	No	No	No	No

Table B-5_T16

Alley AL-1

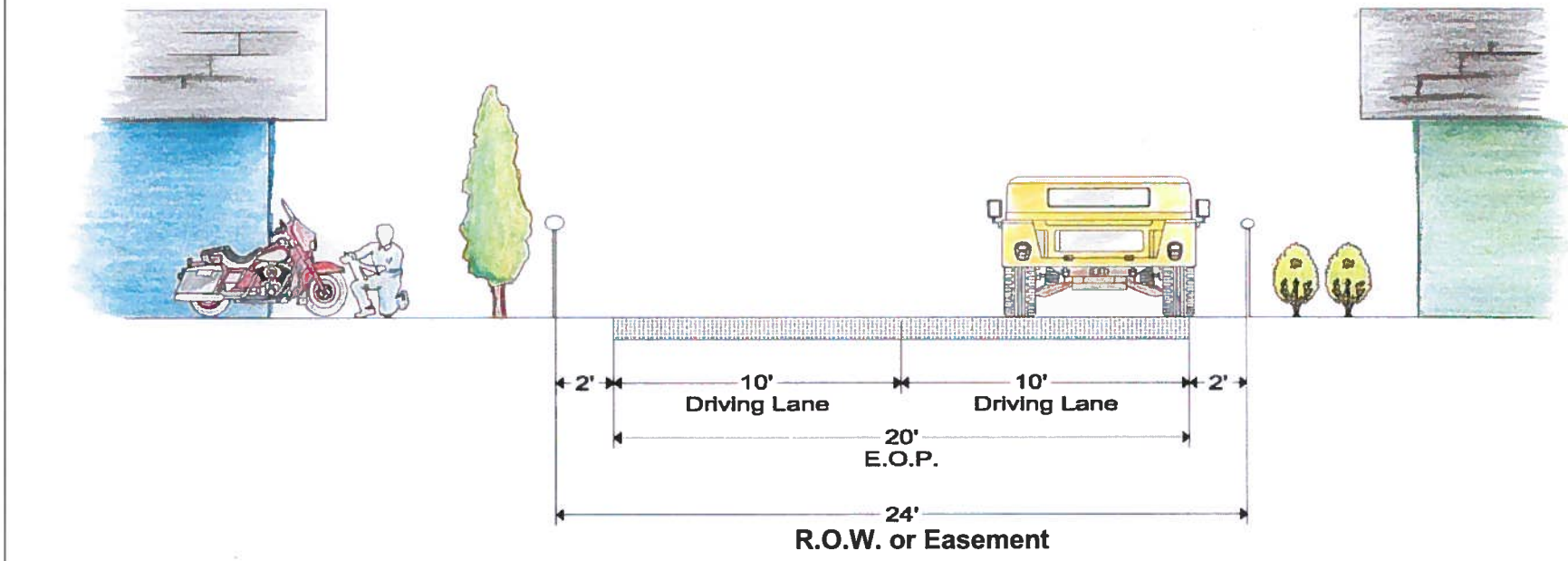


Image B-5_23

Alley AL-2 Characteristics									
Street/Roadway Section Type	**Street Code**	**ROW**	**Easement**	**No. Travel Lane**	**Travel Lane Dim.**	**Bicycle Lanes**	**On-Street Parking**	**Sidewalk**	**Path**
Alley	AL-2	20 ft.	Optional	2	8 ft.	No	No	No	No

Table B-5_T17

Alley AL-2

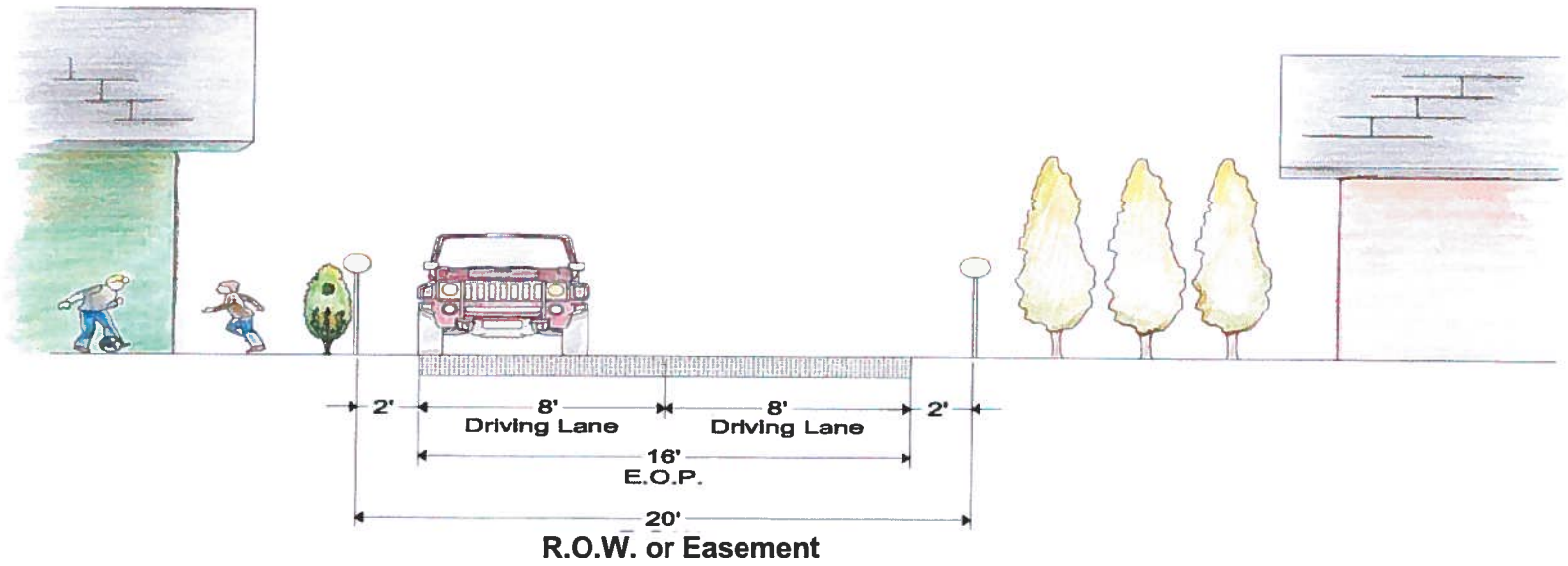


Image B-5_24

Table of Proposed Street Sections and Typologies

Street/Roadway Section Type	Street Code	ROW	Easement	No. Travel Lane	Travel Lane Dim.	Bicycle Lanes	On-Street Parking	Sidewalk	Path
Arterial Roadway	ART-1	76ft.	18 ft.	2	12 ft.	Yes	No	6 ft. both sides	No
Arterial Roadway	ART-2	100 ft.	No	2	12 ft.	Yes	No	6 ft. both sides	No
Arterial Roadway	ART-3	88 ft.	20 ft.	3	12 ft.	No	No	6 ft. one side	10 ft one side
Arterial Roadway	ART-4	56 ft.	No	2	12 ft.	No	No	No	No
Collector Roadway	COL-1	100 ft.	No	2	12 ft.	Yes	No	6 ft. both sides	No
Collector Roadway	COL-2	84 ft.	No	2	12 ft.	Yes	No	4 ft. both sides	No
Collector Roadway	COL-3	76 ft.	25 ft.	2	12 ft.	Yes	No	6 ft. both sides	No
Roundabout	RND-1	As Required	As Required	As Required	As Required	As Required	No	As Required	No
Local Street	LS-1	32 ft.	10 ft.	2	14 ft.	No	No	Yes, 4 ft. both sides	No
Local Street	LS-2	48 ft.	12 ft.	1	14 ft.	No	Yes	Yes, 4 ft. both sides	No
Local Street	LS-3	48 ft.	6 ft.& 12 ft.	1	14 ft.	No	Yes	Yes, 4 ft. one side	No
Local Street	LS-4	48 ft.	12 ft.	1	14 ft.	No	Yes	Yes, 4 ft. one side	10 ft one side
Local Street	LS-5	48 ft.	12 ft.	2	18 ft./10 ft.	No	Yes 1-side	Yes, 4 ft. one side	No
Local Street	LS-6	44 ft.	12 ft.	2	12 ft.	No	Yes	Yes, 4 ft. both sides	No
Local Street	LS-7	36 ft.	10 ft.	2	16 ft.	No	No	Yes, 4 ft. both sides	No
Alley	AL-1	24 ft.	Optional	2	10 ft.	No	No	No	No
Alley	AL-2	20 ft.	Optional	2	8 ft.	No	No	No	No

Table B-5_T18

Key Map of Proposed Streets

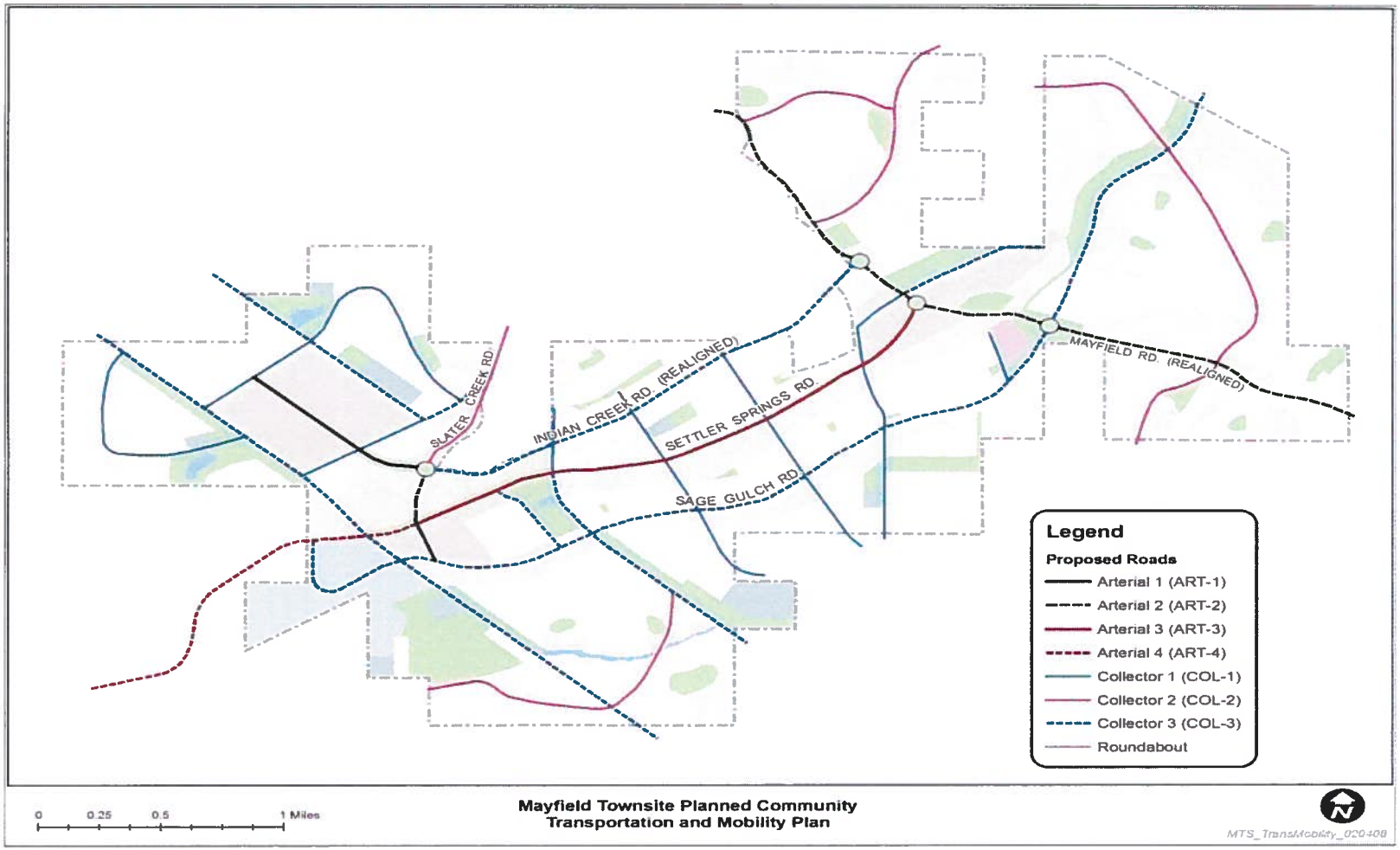


Image B-5_25

ILLUSTRATIONS DEPICTING CROSS SECTIONS OF PROPOSED TRAILS AND PATHS

The Mayfield Townsite Planned Community is proposing a variety of trail and pathway typologies in addition to numerous trail and pathway opportunities within the Community. The proposed trail and path systems will provide a full range of enjoyment and use, as they will cater to all age groups and abilities. They will also enhance the Community's connectivity and walkability. The developer may introduce additional trail and path typologies to enhance pedestrian traffic (walkability) and connectivity within the community as other opportunities or constraints are unveiled.

The trails and paths shown on the Key Map of Proposed Trails and Paths are not inclusive of all trails and paths that will be provided within the Community. As neighborhoods are developed, additional trails and/or paths may be added to enhance connectivity where appropriate. Likewise, the developer may add additional trail and/or path typologies as additional needs arise.

Path (P-1) Typology	
Travel Lane Width	10 ft.
Travel Lane Surface	Improved Hard Surface
Trail Type	Multi-Use

Table B-5_T19

Path P-1

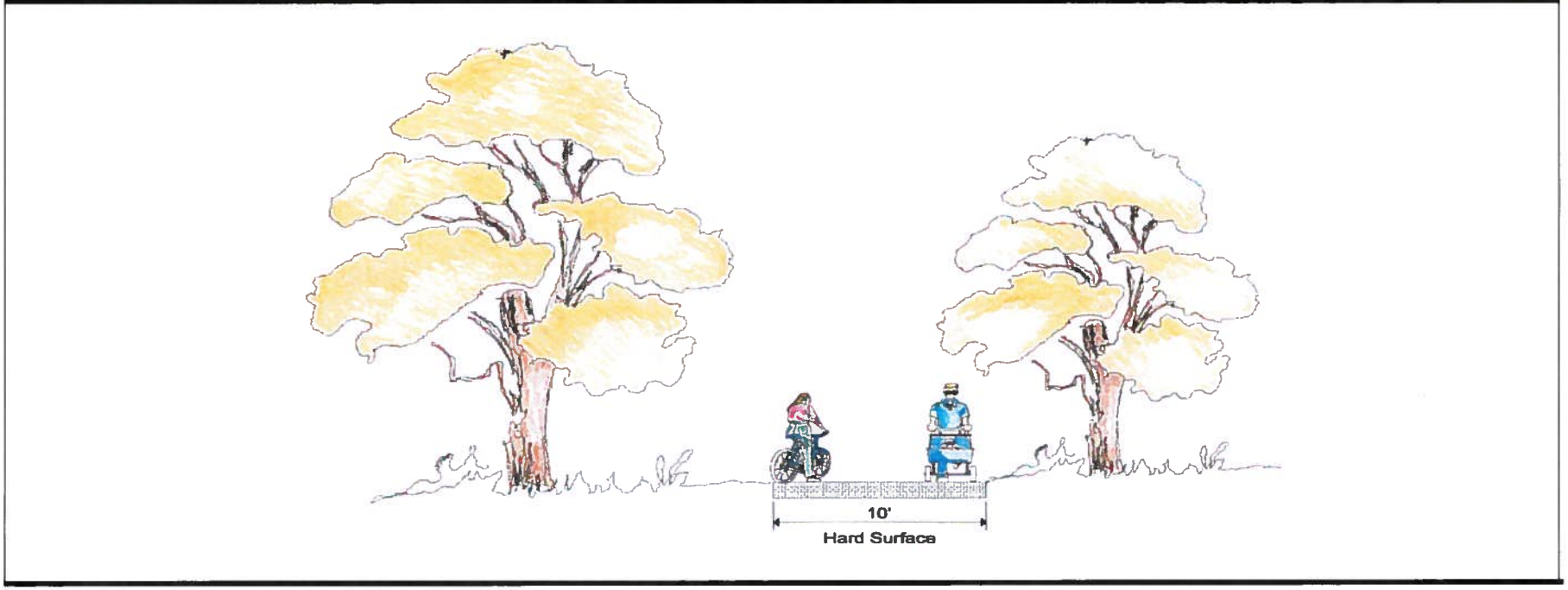


Image B-5_26

Path (P-2) Typology	
Travel Lane Width	6 ft.
Travel Lane Surface	Improved Hard Surface
Trail Type	Multi-Use

Table B-5_T20

Path P-2

Image B-5_27

Path (P-3) Typology

Travel Lane Width	3 ft.
Travel Lane Surface	Natural Surface
Trail Type	Multi-Use

Table B-5_T21

Path P-3

Image B-5_28

Trail (T-1) Typology

Travel Lane Width	10 ft.
Travel Lane Surface	Improved With Natural Materials
Trail Type	Multi-Use

Table B-5_T22

Trail T-1

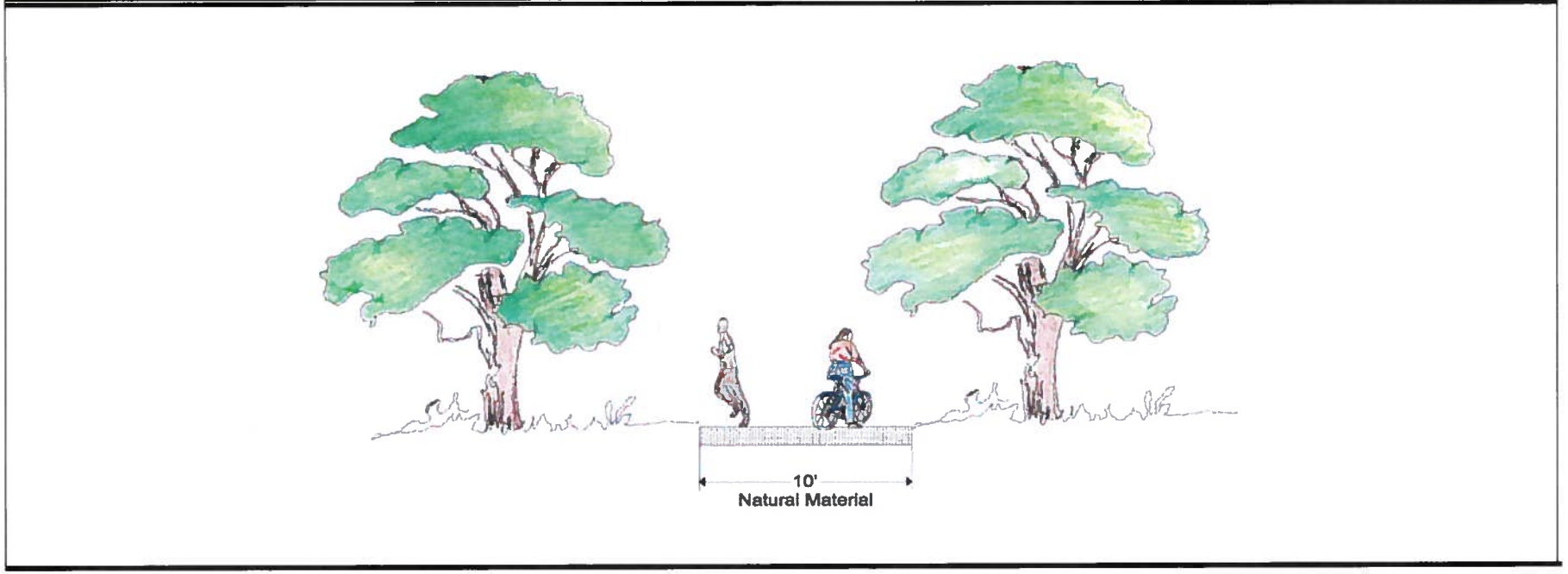


Image B-5_29

Trail (T-2) Typology

Travel Lane Width	6 ft.
Travel Lane Surface	Improved With Natural Materials
Trail Type	Multi-use

Table B-5_T23

Trail T-2

Image B-5_30

Trail (T-3) Typology	
Travel Lane Width	6 ft.
Travel Lane Surface	Improved Hard Surface
Trail Type	Multi-Use

Table B-5_T24

Trail T-3

Image B-5_31

Trail (T-4) Typology

Travel Lane Width	8 ft.
Travel Lane Surface	Natural Surface
Trail Type	Equestrian

Table B-5_T25

Trail T-4

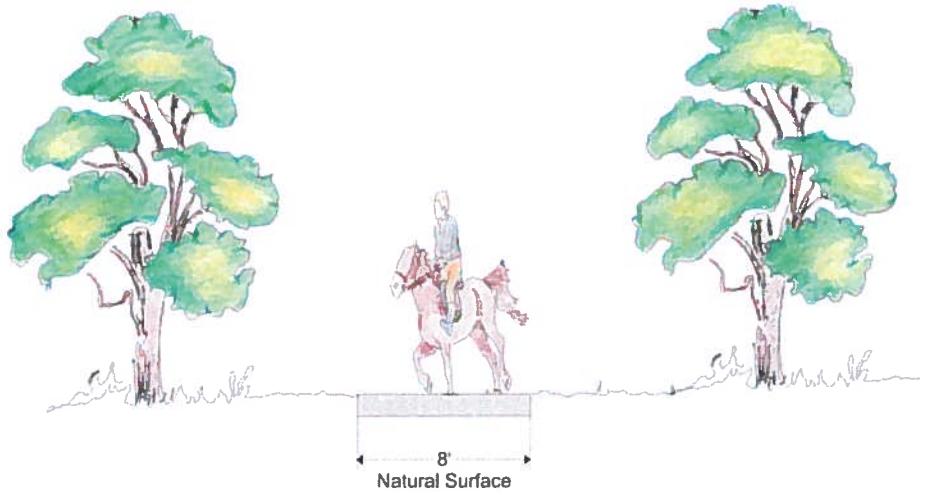


Image B-5_32

Trail (T-5) Typology	
Travel Lane Width	3 ft.
Travel Lane Surface	Natural Surface
Trail Type	Pedestrian/Biking

Table B-5_T26

Trail T-5

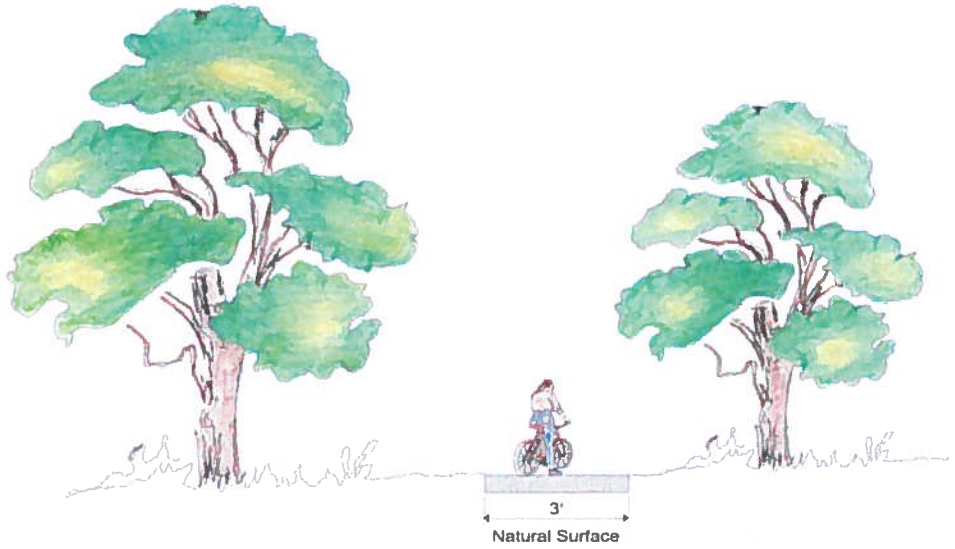


Image B-5_33

Table of Trail and Path Sections				
TYPE	**TRAIL/PATH TYPE**	**MAP CODE**	**TRAVEL LANE WIDTH**	**TRAVEL LANE SURFACE MATERIAL**
PATH	Multi-Use	P-1	10 ft.	Improved Hard Surface
PATH	Multi-Use	P-2	6ft.	Improved Hard Surface
PATH	Multi-Use	P-3	3 ft.	Improved With Natural Materials
TRAIL	Multi-Use	TR-1	10 ft.	Improved With Natural Materials
TRAIL	Multi-Use	TR-2	6 ft.	Improved With Natural Materials
TRAIL	Multi-Use	TR-3	6 ft.	Improved Hard Surface
TRAIL	Equestrian	TR-4	8 ft.	Natural Surface
TRAIL	Pedestrian/Bicycle	TR-5	3 ft.	Natural Surface

Table B-5_T27

Key Map of Proposed Trails and Paths

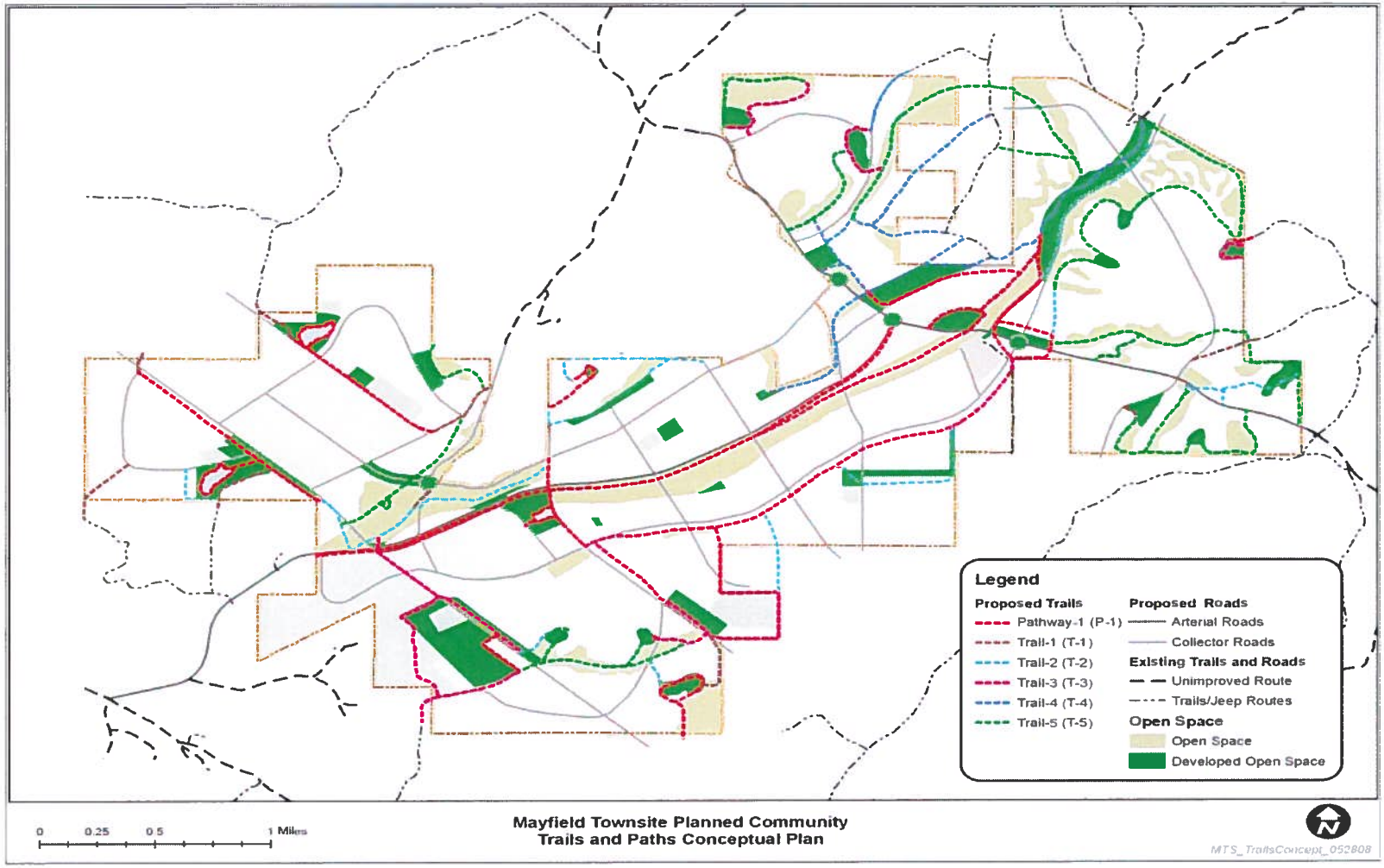


Image B-5_34

Alternative Transportation Options

The alternative transportation options proposed within the Mayfield Townsite Planned Community include a variety of opportunities to reduce vehicular dependence. The overall community design was developed with alternate transportation ideals. This design is intended to reduce automobile dependency and encourage alternative forms of transportation such as walking and bicycling. Pathways have been designed to connect both villages and the town center. The entire community will have an extensive trail and pathway system further promoting alternate forms of transportation.

In addition to trails and paths, the arterial and collector road sections were designed with detached eight-foot wide, tree-lined walkways adjacent to six-foot wide bicycle lanes to help promote walking and bicycling. The villages and associated neighborhoods are designed in such a manner that each village will have commercial activities and community services within easy walking distance of all neighborhoods with connection opportunities to other villages and neighborhoods. Parks and open space have been strategically placed to encourage pedestrian traffic (walkability). The Mayfield Townsite Planned Community Master Plan has been specifically designed to reduce dependence on automobiles by promoting these additional concepts:

- Visible connections to commercial centers, town center, villages and residential areas.
- Reduce reliance on the automobile through effective land use planning, pedestrian traffic (walkability) concepts, and the transportation system design.
- Work, live, and play opportunities proposed within the Community.
- The provision of extensive trail and pathway systems within the Community and the connection of those systems to existing systems.
- The careful placement of potential school sites within the Community to reduce dependence on busing.
- The development of advance telecommunication opportunities and fiber options within the Community will foster work-at-home and home occupation opportunities.
- The development of ordinances that allow work-at-home and home occupation opportunities within the Community.
- Residential layouts and mixed housing opportunities that will provide affordable housing opportunities within the Community so those residents working in the community can afford to live within the Community they work.
- Capturing and reducing vehicle trips internally within the Community by providing various commercial opportunities that will equate to Community jobs.

Additional Strategies to Reduce Vehicle Trips

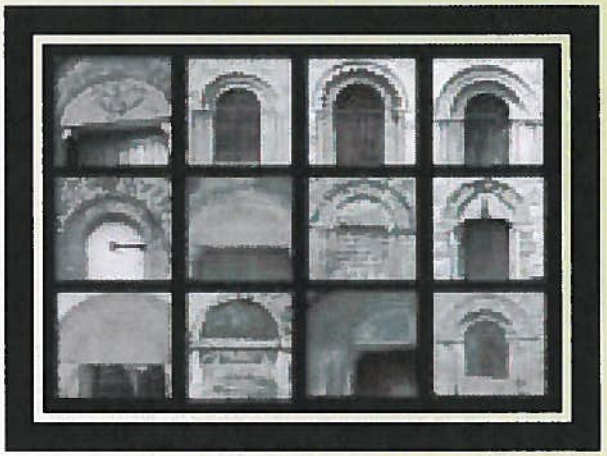
Additional strategies to reduce vehicle trips within the Mayfield Townsite Planned Community include the following:

- Provide basic essential services and retail opportunities within the Community.
- Provide employment opportunities within the Community.
- Develop onsite alternate transportation kiosks and information stations to promote and provide information regarding alternate forms of transportation within the Community.
- The development of an alternate transportation coordinator liaison within the Property Owners Association (POA) to provide residents with:
    - On site, alternate transportation opportunities and coordination.
    - "Commuter ride" opportunities and coordination.
    - "Van Pooling" opportunities and coordination.
    - "Car-pooling" and "Ride-Share" opportunities and coordination.
    - Possible busing "Mass Transit" opportunities between the community and Mountain Home and Boise City.
    - Possible development of a natural gas powered bus/van system to provide internal and external site accessibility. The target groups would include those choosing alternative travel mode plus students, elderly, and others without access to automobile transportations.

Mayfield Townsite Planned Community

Sub Element B6

Mayfield Central Design Concepts



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Multifamily..... 85-89

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Mayfield Central Design Concepts (MCDC)

Purpose and Intent

The purpose of this document and guideline is to focus on the Community realm, by creating beautiful and friendly places: streets, open space, parks, villages, and neighborhoods.

Enforcement

The Mayfield Central Design Concepts (MCDC) is contained in this document. The MCDC articulate expectations regarding the character of the built environment and are intended to promote Community central design and unity that will protect and enhance the Community character, in addition to fostering the attractiveness and quality of life within the Community. The MCDC address the basic principles of design developed specifically for the Community. These unified development and design standards will aid in maintaining a cohesive Community identity while enhancing the natural environment and character of the Community, and its neighborhoods. The Community Review Board (CRB) will review for compliance with the MCDC.

Community Review Board (CRB)

The purpose of the CRB is to protect the property rights and values of the Community, by reviewing development for compliance with the Central Design Guidelines contained herein. The CRB goal is to ensure that, land uses and the general appearance of buildings and structures along with development of the land does not impair or preclude the orderly and harmonious development of the Community.

When requested by an owner of property within Mayfield Townsite (an "Applicant"), the CRB will perform a Preliminary Review (PR) of the project. The purpose of the PR is to allow a property owner together with his or her architect or designer to receive preliminary feedback on key issues of project or design specifications at an early stage in the development. During a PR, the CRB may review plans and related material presented. Upon review, the CRB will provide informal comments regarding a proposed project. The intent of the PR is to provide design direction by Community residents and experts that is in harmony with Community goals and values.

Mayfield Townsite Villages And Neighborhoods

The Mayfield Townsite Planned Community in comprised of three (3) distinct Villages, each containing individual neighborhoods. The three (3) Villages are the Mayfield Townsite, Settler Springs, and Prominence. The Mayfield Central Design Concepts (MCDC) has been developed into three categories:

- **Mayfield Community General Guidelines or (MCGG):** Guidelines applicable to the entire Mayfield Townsite Planned Community.

  Mayfield Neighborhood Guidelines or (MNG): Specific guidelines applicable to the Mayfield neighborhood only.

- **Community Neighborhood Guidelines or (CNG):** Specific guidelines applicable to the following neighborhoods: Pioneer Prairie, Stagecoach Pass, Wild Horse Basin, Homestead, Indian Bluff, Reliance, Sage Gulch, Settler Springs, Antelope Butte, Big Sky Meadow, and Prominence neighborhoods.

The Mayfield Community General Guidelines (MCGG), the Mayfield Neighborhood Guidelines (MNG), and the Community Neighborhood Guidelines (CNG) comprise the overall Mayfield Central Design Concepts (MCDC).

Community Map

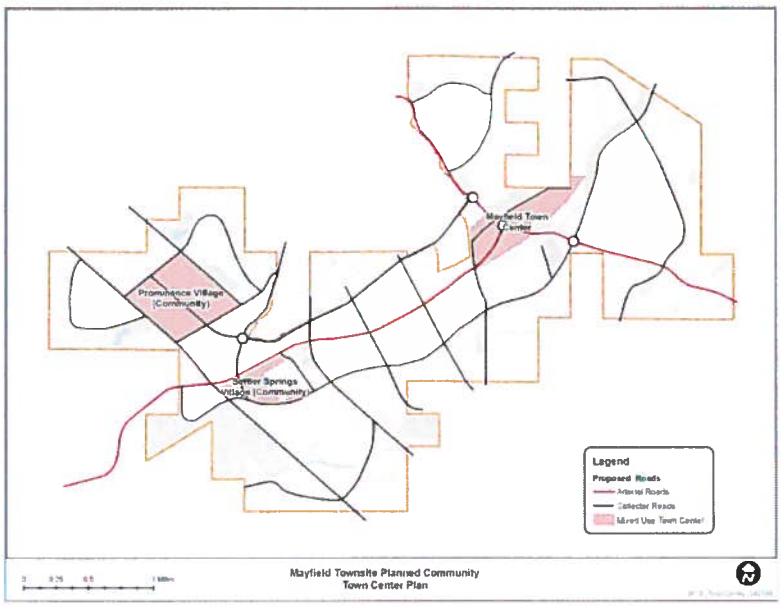
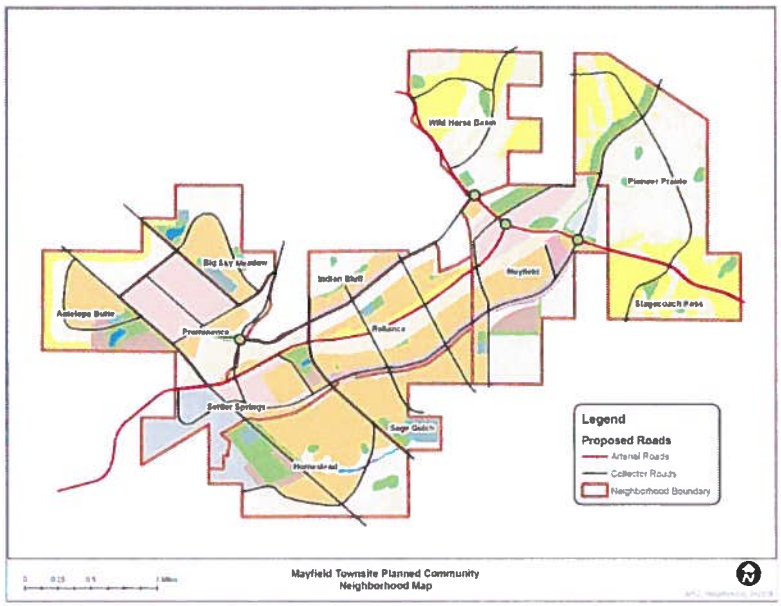


Image B-6_1

Neighborhood Map



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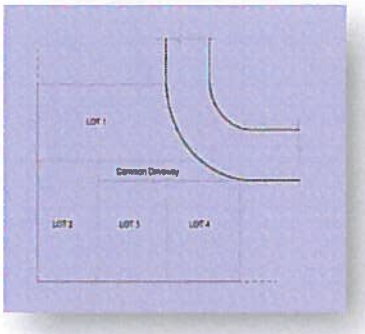
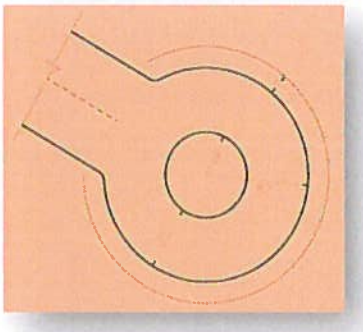
Mayfield Community General Guidelines (MCGG)





Mayfield Community General Guidelines (MCGG)

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Community Design

Community design is the process of defining and identifying the desirable elements of form and function for land use within the MTPC. The process of evaluating land use alternatives and development patterns is also a major focus of the Community design process. The Mayfield Townsite Planned Community has taken great care in defining the Community through its vision statement and Comprehensive Plan.

The vision for the Mayfield Townsite Planned Community is to develop a diverse and historically-rich Community with a variety of neighborhoods containing different land uses, densities, and opportunities for all age groups. The vision is of a Community that offers residents a sense of history, pride, Community spirit, gathering places, connectivity, shared open spaces, vast recreational opportunities, and developed parks for multiple generations of residents to embrace and enjoy.

The Mayfield Townsite Comprehensive Plan, design goals suggest that the Community should use land wisely while promoting functionality. The Community architecture and design themes should be aesthetically pleasing while considering neighborhood connectivity, open space, developed parks, and other amenities. Consideration of the historical aspects of the Community should also play a role in the designing principals.

Another consideration in developing design guidelines should include affordability. Affordability is not easily defined but creating opportunities for affordable housing should be considered and explored through design guidelines and ordinances that allow flexibility and creativity. The Mayfield Townsite Comprehensive Plan, Community housing goal indicates that adequate housing is a critical need in Elmore County.

Most of the new housing development in Elmore County is expected to occur within or adjacent to incorporated communities and within planned communities. Planned community development will play a major role in providing a variety of housing opportunities at varied pricing points for the County. Overly restrictive design standards may inhibit affordability; therefore, well-balanced design guidelines and ordinances are required to support creative designs and options necessary to foster affordability and create opportunities for residents of all income levels.

Design Goals

The goal of any design guideline should be to inspire creativity and opportunity. Design guidelines should not create standardization requirements or cookie-cutter environments that limit creativity and opportunity. Proper guidelines help identify design goals such as interconnected street grid systems with street scenes that provide social as well as traffic opportunities.

Community sociability aspects are also important. Aspects such as porches, narrow residential streets, connectivity, and well-designed and landscaped alleys will be encouraged as they support and foster sociability and Community pride. Design patterns that produce Community isolation will be discouraged.

For most families, their home is their biggest single investment and represents their most prized asset. For this reason, the design guidelines will strive to provide homebuyers with design concepts that will consider the goals listed above, including affordability. They will suggest traditional designs of lasting value and quality craftsmanship rather than something of poor quality and design. In conclusion, the design concepts will strive to create quality social Communities and neighborhoods rather than constructing subdivisions with no sense of place or purpose.

Site and Topography Considerations

A structure should be placed on its site so it responds to the topography of the site, its position on the lot, block, and the surrounding neighborhood. The site design should relate to how a structure is placed on the site and how the structure addresses the street and neighborhood.

The site topography and location should be considered. A structure on a sloping site will have a different character than one on a flat site, as will a structure on a corner lot rather than in the middle of the block. Other factors in site design include the site's relationship to adjacent properties, and the location of front, side and rear yards and setbacks. The design should respect the topography of the site and the surrounding neighborhood and should have grade-adaptive features or characteristics. This can be achieved by designing the structure so it follows the natural topography. Grade-adaptive features and designs provide savings in excavation and retaining wall costs and will add to the natural beauty of the site.

Predevelopment Site Conditions

The purpose of considering predevelopment site conditions is to provide well-designed, energy efficient homes, built within the natural features of the site and in harmony with the Community and region.

The Mayfield Townsite Planned Community (Community) contains a variety of topographic features and conditions that are well-suited to provide an ideal setting for homes, villages, a town center, mixed-use development, and other commercial opportunities.
Common sense suggests that any proposed development should consider predevelopment site conditions and the natural environment prior to developing design considerations. Other factors such as access, views, drainage, grades, and vegetation should also be considered in the development designs.

Grading is another consideration in predevelopment site conditions. To the greatest extent possible, all excavated material should be utilized onsite.

Hillside Adaptive Design

Structure designs should be hillside-adaptive to limit the need for grading whenever possible. The structure should be designed so it steps into the hillside to minimize grading. Placement in relation to the hillside should also be considered to minimize disturbance. When grading is required for hillside development, the overall design and placement should have a positive result by minimizing disturbance to the greatest extent possible while consider the following:

- Grading and excavation proposed should not result in soil erosion, silting of lower slopes, slide damage, flooding, severe scarring, or any other geological instability or fire hazard that would adversely affect public health, safety, and welfare.
- All proposed grading should have sufficient engineering reports, as required, that clearly set forth sufficient and adequate mitigation for the identified visual impacts beyond the normally expected impact of hillside development.

An example of a hillside adaptive design that minimized site grading, disturbance, and the need for high or multiple retaining walls.

Image B-6_3

A hillside adaptive housing design that minimized site grading and the need for high or multiple retaining walls.

Image B-6_4

Site Conditions

Building in areas of excessive slope, and soil with poor bearing capacity, high slide potential, and other hazards should be avoided. Care should be taken not to design a project with extensive slope cuts with highly visible scars, unstable slopes, increased erosion, and degradation of the visual hillside character.

When considering site conditions, building pads should be of minimum size to accommodate the structure and a reasonable amount of open space. Sloping lot designs and split-level structure designs and terraces should be encouraged to reduce grading. As much of the lot area as possible should be kept in the natural state of the original slope.

General Grading Concepts

Changes to the existing natural terrain through grading should be minimized to the greatest extent possible using the following grading concepts and principles:

- Grading should be performed in a way that respects natural features and blends visually with adjacent properties.
- Building pads should be incorporated into the natural contours as much as possible with balanced cut and fill volumes.

- Alterations to natural landforms should be minimized in the design of the structure by considering the natural features of the site, slope and soil characteristics, access to the site, and the orientation and visibility of the site and the proposed structure.
- Grading should be minimized within 20 feet of all perimeter property lines of the development, unless the grading is similar to the existing adjacent slopes or to the planned grading of the adjacent slopes.
- Off-street visitor parking spaces should be located in bays that fit with the natural topography and minimize grading.
- All building sites should be graded in such a way that they appear to emerge from the slope rather than as flat superimposed areas on the hillside.
- Whenever possible, a manufactured appearance should be avoided by creating smooth contours of varying gradients, preferably with slopes in the range of 2:1 to 5:1.
- Sharp cuts and fills and long linear slopes that have uniform grade should be avoided.
- Whenever possible, slope banks should be softened through contoured grading practices at the top/toe of the slope.

Contouring and Landform Designs

The grading plan should work in harmony with the natural environment. Retaining walls should not be designed higher than 6 feet. Terraced retaining walls should be separated horizontally by a minimum of 5 feet and the area should be landscaped to hide the wall as much as possible. The exposed face of a retaining wall should be constructed of natural materials and in colors that blend into the surrounding natural environment. Retaining wall structures should conform to the natural hillside profile as much as possible.

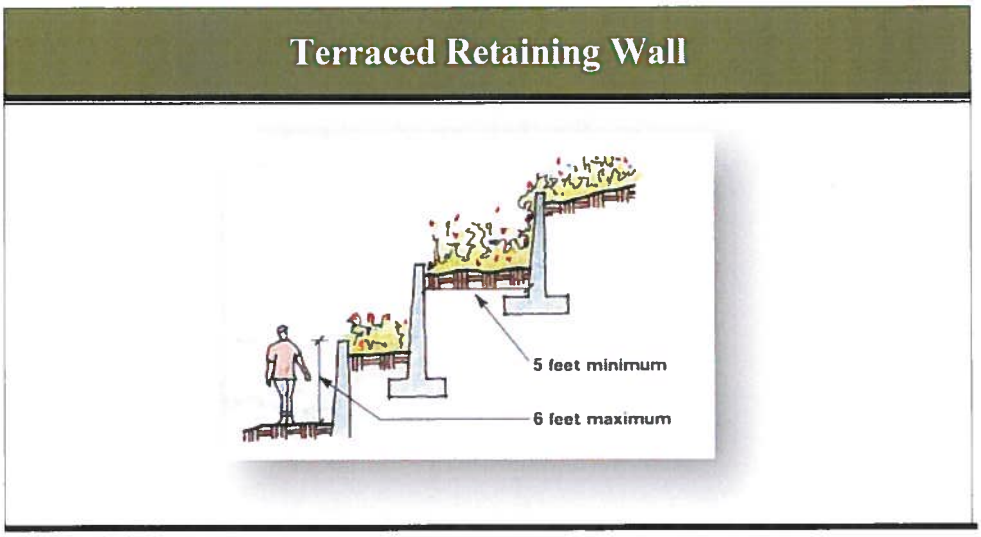


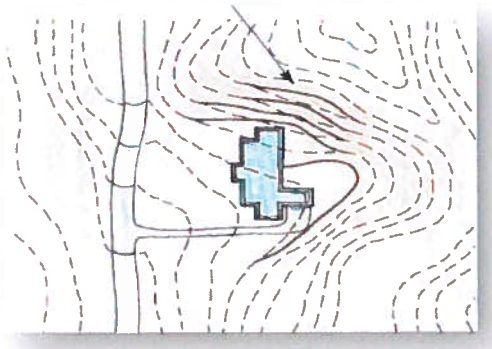
Image B-6_5

Hillside Siting and Design

The siting and design of structures should integrate mature and native trees and existing vegetation into the site plan and structure design. Siting and grade adaptive designs should conform to the natural contours of the site thereby mitigating the need for extensive cutting, filling or terracing. Where necessary, contour grading should be incorporated into the design to emulate and enhance the natural topography of the existing slope.

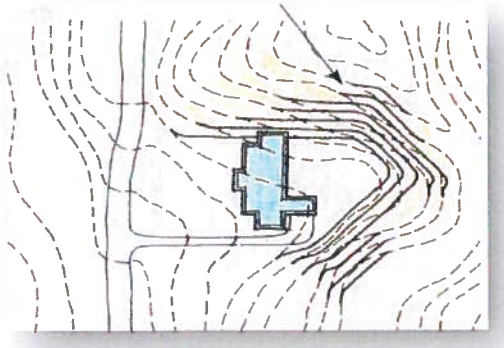
Grading and Contours Related To Site Features

Grading that relates to the existing shape of hillside



This Type of Grading Encouraged

Grading that creates large pads or flat spots that do not relate or conform to the existing landscape



This Type of Grading Discouraged

Image B-6_6

Grading and Contours Related To Site Features

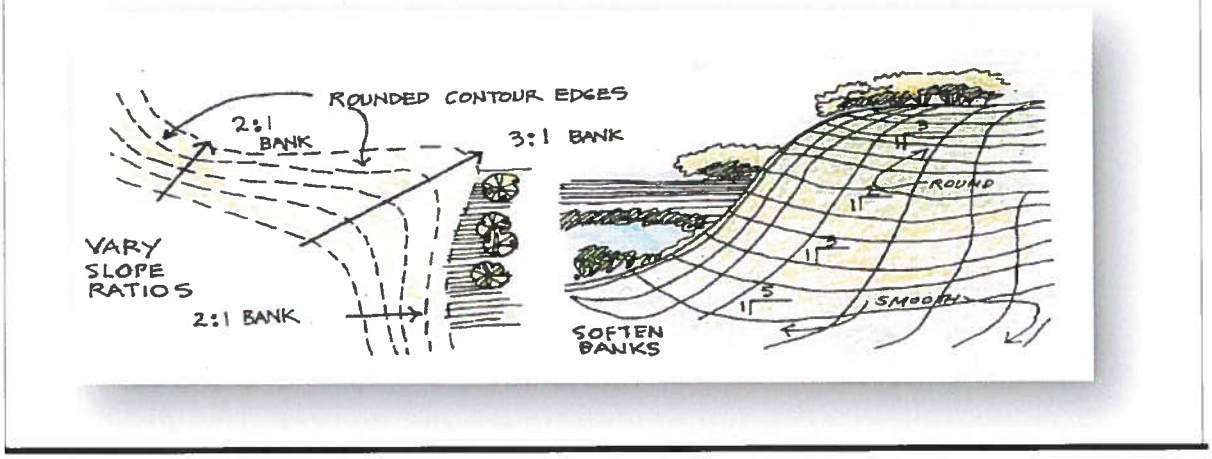


Image B-6_7

Placement, Orientation, and Clustering

The placement and orientation of structures is an important consideration. Proper placement can maintain scenic views within the Community and neighborhoods. Proper structure placement promotes security, neighbor interaction, and privacy. Single-family structures should have a strong orientation to the street. Primary entrances to single-family detached structures should be located facing the street, flag or common driveway.

All residential structures should be positioned in a manner that preserves views and privacy of other residential structures. When considering placement, the following principles should be considered:

- The front yard setback of primary residential structures should be staggered from neighboring structures whenever possible.
- Subordinate structures such as accessory dwellings and garages should be designed to respect the privacy of neighbors, while striving to minimize obstruction of views from neighboring properties.
- When residential development is adjacent to commercial or other incompatible land uses, larger setbacks should be used to provide adequate protection from potential adverse impacts.
- Where appropriate, clustering or other attached residential designs should be considered.

Varied Yards and Setbacks

The placement of homes within neighborhoods should have varied front and side yard setbacks to create identity and variety. This practice leads to neighborhoods that are more interesting, landscaping opportunities, and visual excitement.

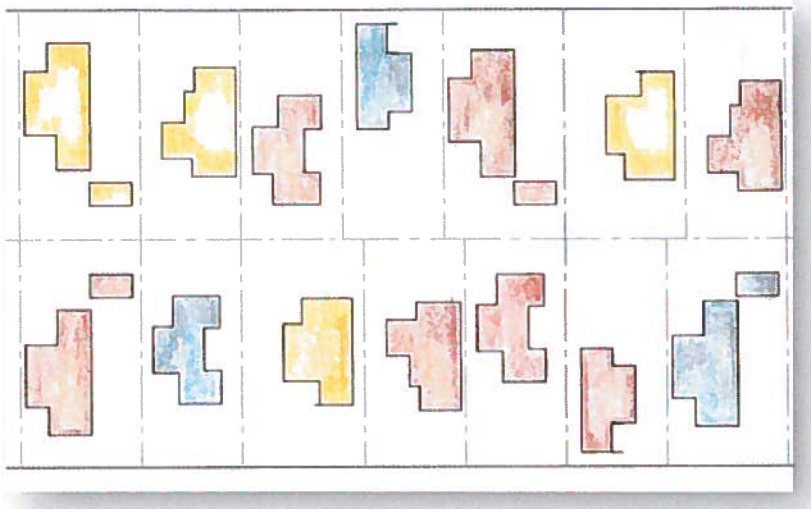
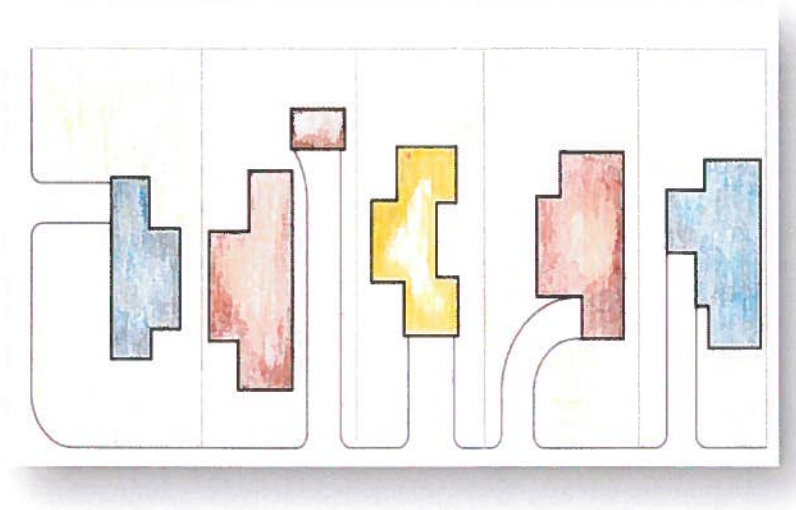


Image B-6_8

Varied Garage Placement and Orientation



The placement, type, and orientation of garages should also be varied within neighborhoods. Varied garages create identity and variety. This practice also leads to neighborhoods that are more interesting, landscaping opportunities, and visual excitement.

Image B-6_9

Garage Location and Design

The visual impact of garages should be reduced by the use of additional setback from the curb face when garage doors must face the street. Alternately, the visual impact of garages should be reduced by the use of side facing or rear garages (including detached garages) where possible. Residential plans that feature attached garage designs whose entries are from the side ("side-loaded garages") are also encouraged. Where more than two garage doors face the street, the third garage door should have an increased setback or offset.

All garages should be designed with the following:

- Roll-up (i.e. on tracks) garage doors (either sectional wood or steel) will be used unless otherwise approved by the CRB; alley loaded garages should be exempt from this standard.

- At least 25% of a garage door surface area that faces a public right-of-way in any neighborhood should have windows, unless otherwise approved by the CRB; alley-loaded garages should be exempt from this standard.

This image highlights a garage setback behind the principle structure to limit the appearance of a garage-dominated residential dwelling.

This image highlights a garage setback behind the principle structure with a covered carport further limiting the appearance of a garage-dominated residential dwelling.

It also shows a garage door facing a public right-of-way where 25% of the door contains windows.

Image B-6_10

Flag Lots and Common Driveways

Flags or flag lots are lots on which one or more single-family structures are located behind other single-family structures that front a residential street and where access and frontage is obtained through a common driveway. Flag lots and common driveways should be permitted within the Community. The following diagrams illustrate some flag lot and common driveway opportunities.

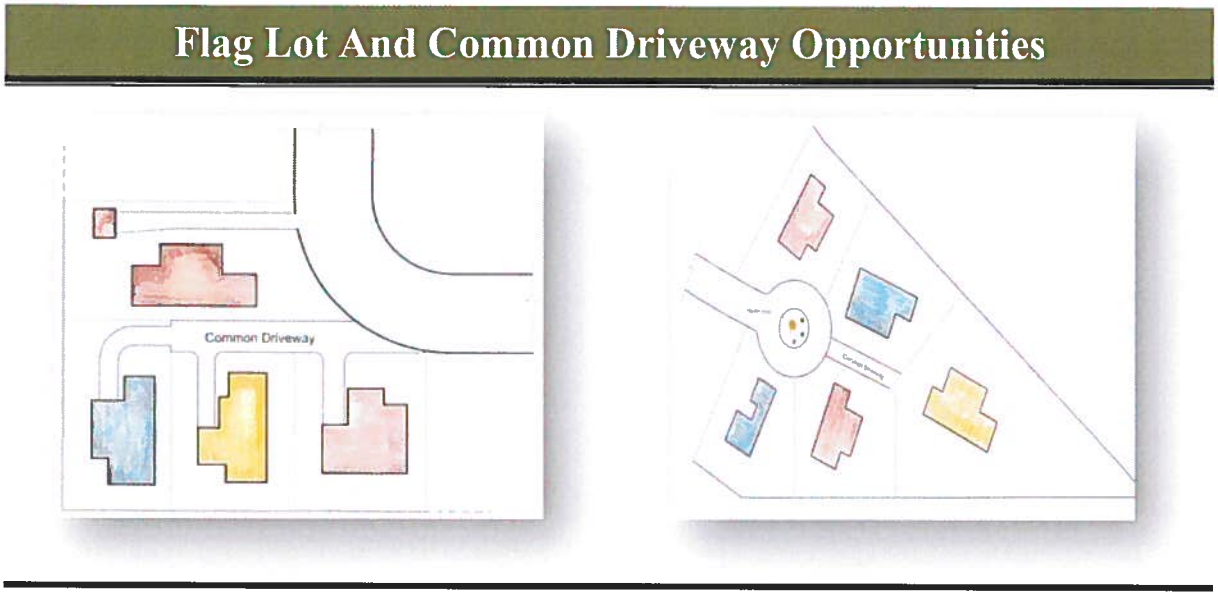


Image B-6_11

Clustering

Clustering allows for more open space than traditional detached development and clustering provides better utilization of natural resources with the ultimate goal of protecting natural resources and providing open space in the Community. When clustering townhomes, condominiums, and other attached single-family structures, the following guidelines should be considered:

- Townhomes, and condominiums should be rear loaded whenever possible, with the front yard orientation toward a street or a central courtyard.
- Clustered townhomes and condominiums dwelling units should incorporate front porches with rear-loaded garages into their design to strengthen street or courtyard prominence and pedestrian traffic (walkability).
- Clustered development mixed with non-clustered development is encouraged. When clustering residential structures among non-clustered development the clustered units

should be organized in odd numbered groups of 3 to 7 structures in each cluster with shared Community spaces such as gardens, courtyards, and open space.

- The architectural detail on the rear façade of clustered dwellings should have the same attention to detail as the front façade.

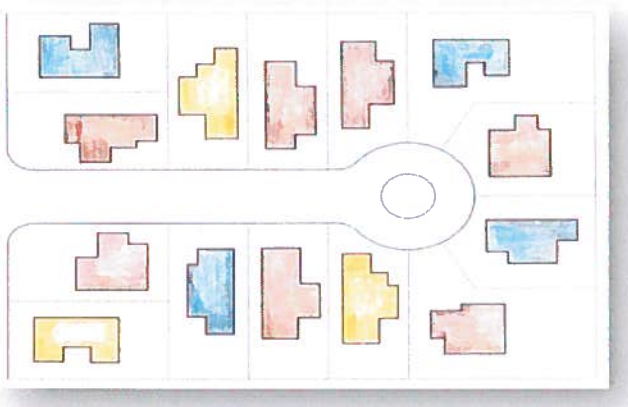
This image highlights clustered townhomes with the front yard orientation toward a central courtyard with front porches.

This image highlights clustered townhomes with rear-loaded garages.

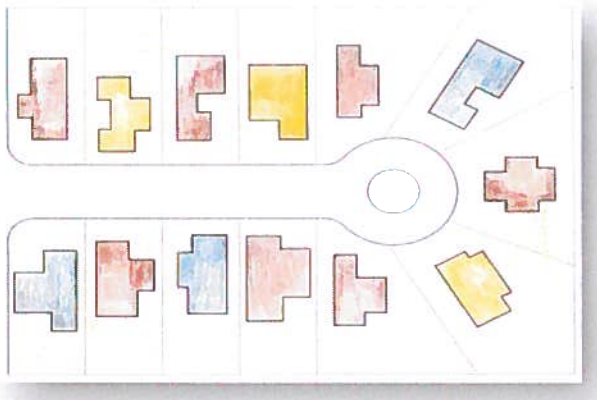
This image also shows the architectural detail taken on the rear façade.

Image B-6_12

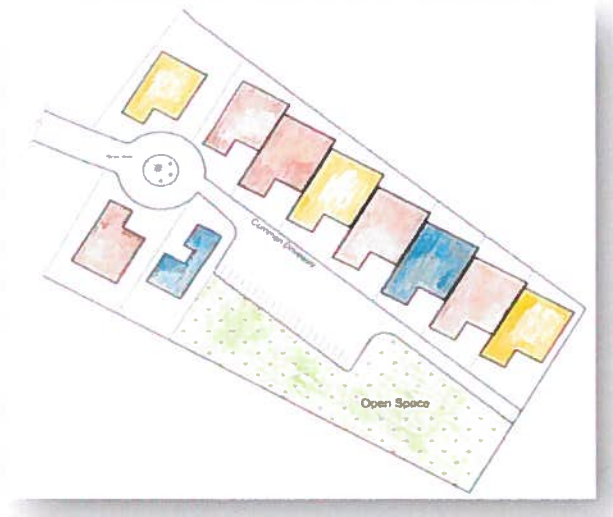
Cul-de-sac Clustering Opportunities



Cul-de-sac development opportunities.



Cul-de-sac development opportunities.



Cul-de-sac clustered zero-lot or attached development using a common driveway can easily be designed offering a mix of higher density opportunities within low to medium density neighborhoods.

Image B-6_13

Placement and Orientation of Dwellings on Alley-Loaded Lots

Alley-Loaded Lots

The placement and orientation of dwellings on alley-loaded lots ≤ 8,000 square feet in size should consider staggered front and side yard setbacks for both residential structures and accessory structures, including garages.

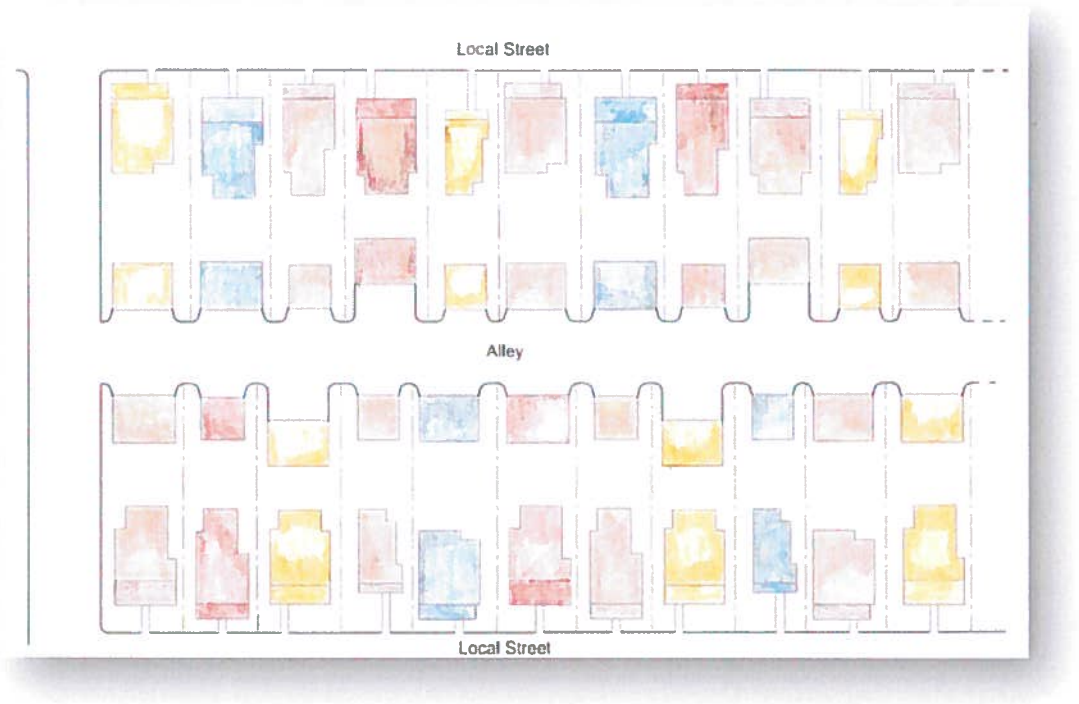


Image B-6_14

Windows

Proper windows and placement encourage lively and active streets, safety, a sense of place, and pedestrian traffic (walkability). Windows should be provided in all façades whenever possible. Windows in street-facing facades should be a minimum of twenty (20%) percent of the façade area. The style of windows used should be compatible with and complement the architectural style of the structure. All windows in a structure should be similar in style and quality. Installation of different types or styles of windows in one structure should be

discouraged. Trim and other decorative windows and window features are encouraged, such as, but not limited to, the following:

- Arched windows
- Mullions
- Awning
- Shutters
- Flower boxes
- Box/Bay Windows

Lighting

All Community lighting should comply with the Community "Dark Sky" provisions to reduce and lower lighting levels. The following "Dark Sky" guidelines should be considered to ensure appropriate safe lighting and to minimize spillover light onto adjacent properties, glare, and light pollution:

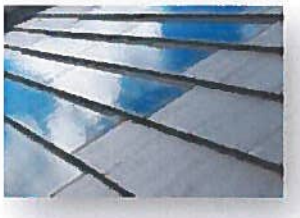
- Illuminated street address lighting fixtures should be installed on the front yard side of each dwelling to facilitate location of the street address numbers for safety and public convenience and to compensate for dark sky lighting considerations.
- Outdoor lighting, other than street lighting, should be low to the ground or shielded and hooded to avoid shining onto adjacent properties and streets.
- Outdoor lighting should be kept to a minimum.
- Decorative lighting features should be kept to a minimum.
- Energy conservative lighting fixtures and bulbs should be considered for all exterior lighting options.
- Security lighting, when required, should be motion activated to help reduce impacts to neighboring properties.
- Spotlights or floodlights are prohibited, except for security purposes and when motion activated.
- Outdoor lighting near opens space should consider negative impacts to wildlife.

Solar Orientation and Equipment

Homes and buildings should be oriented to receive the greatest amount of afternoon shade or other protection from the sun. Lot size and configuration should consider future orientation of a structure to take advantage of shade and prevailing winds.

Provision for Solar Equipment

Provision for solar heating/cooling equipment or other energy conservation or saving equipment is encouraged. Photovoltaic roof tiles are the preferred solar equipment within the Community. Other well-integrated solar options developed into the overall structure and design may be considered by the CRB in the MNG area.



Photovoltaic Roof Tiles

Image B-6_15

Maximum Lot Coverage

No residential lots should have coverage's greater than 60% or greater than 50% for hillside development including the garage and any accessory structures without CRB approval. For determining lot coverage, hillside development should be defined as a lot where greater than 10% of the lot contains slopes equal to or greater than 5%.

Exceptions

- Approval to exceed specified lot coverage may only be granted for special circumstances such as, but not limited to, handicapped accessibility needs, or other special needs requirement.

- Lots less than 8,000 sq. ft. in size and zero lot line development should be exempt from maximum lot coverage requirements.

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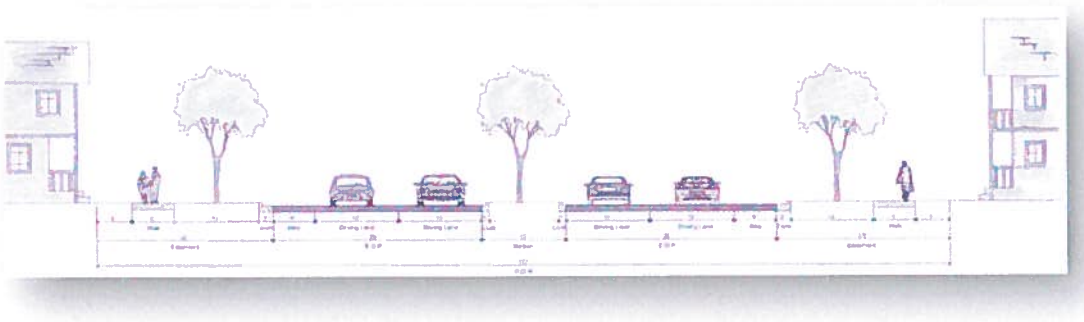
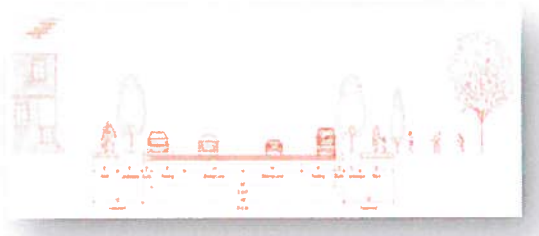
Street Design





General Street Design

General street design should comply with the Transportation and Mobility Plan (see Sub Element B5) and designed with the goal of facilitating the design concepts contained within that document.

To the extent possible, direct connections with adjoining properties and projects are encouraged to alleviate congestion on collectors and arterials. Examples of acceptable street designs are located in the Transportation and Mobility Plan, although these designs may be adjusted as required to meet Community and highway district needs.

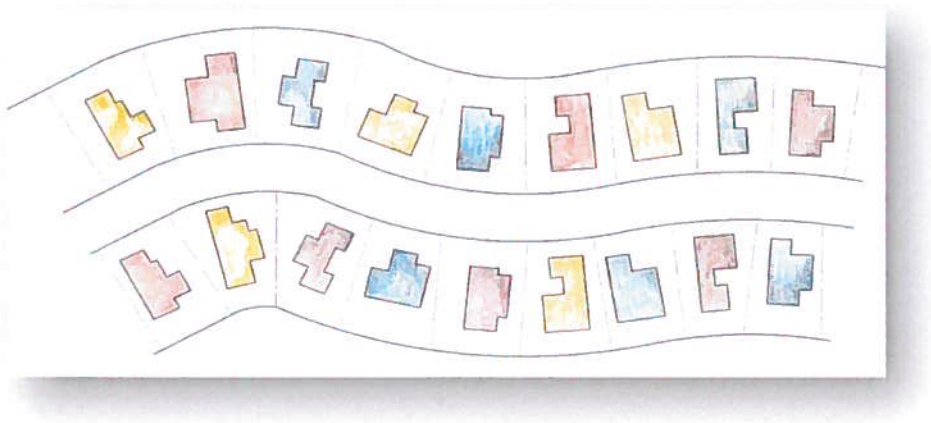
Residential Street Design and Features

Street Pattern - Curvilinear and Grid Street Design Goals

The design of the overall street pattern should present a variety of streetscapes, offer various driving and pedestrian experiences, clearly distinguish between streets of varying purposes and carrying capacities and ensure safe, walkable, local neighborhoods.

Curvilinear Street Systems

Long straight streets should be avoided whenever possible, as they do not offer concentrated focus and landmark/vista opportunities or interest. Curvilinear street patterns should be used in lieu of long straight street patterns as curvilinear street designs offer an ever-changing scene that provides interest to the streetscapes.



Curvilinear Street Design

Image B-6_16

Grid Street Systems

Grid street systems are also encouraged within the Community and they offer numerous interconnectivity options. Grid street/block designs should be designed approximately 600 feet in length whenever practical. Blocks utilizing grid street systems within the Community should not be greater than 1000 feet in length.

Grid Street Design

Image B-6_17

Traffic Calming Features

Traffic calming features associated with neighborhood streets such as chicanes, chokers or bulbs, speed bumps, T-intersections, diverters, and round-a-bouts may be allowed.

Bus and Transit - Related Facilities

Bus stops, turnouts, bus shelters and other transit facilities on collector and arterial street sections should be provided in street system designs to allow for future alternate transportation, and school busing opportunities and options as they become available within the Community. Residential areas adjacent to commercial centers should consider convenient vehicular and pedestrian access to the centers and transit access areas.

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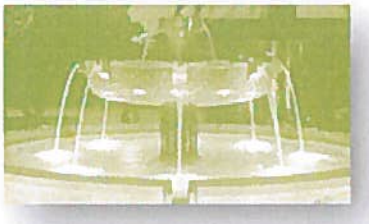
Community Landscape Design Standards



Community and Neighborhood Entry Statements

Community and Neighborhood entry statements should create a distinctive image indicating a sense of arrival to a unique and special place. Entry features should be designed to assist passing motorists and to aid in identifying the Community or neighborhood. Entry features should also complement the overall spirit and appearance of the Community.

An entrance designation may be placed within the public right-of-way; however, the Property Owners Association (POA) may create maintenance arrangements with the highway district or other entity for these elements at the time the project is built.

Residential Landscaping Requirements

All new detached residences should be provided with front yard landscaping and an automatic irrigation system. Landscape materials will be encouraged to reduce water consumption. Residential landscaping plans should include the following:

- Landscaping designs should include some hardscape design features when appropriate to help reduce water consumption.
- Placement of landscaping should help create afternoon shade.
- Water-efficient irrigation systems should be encouraged.
- Landscaping designs should also consider potential high wind conditions by providing hedges and windbreaks where appropriate.
- Common lots, such as retention basins, should be provided with landscape consisting of decorative rock, living ground covers, or shrubs and trees.

Landscape Design Features

Landscape designs that utilized hardscape features such as decorative rock with plants to reduce water consumption.

Natural rock retaining wall with a planted area comprised of natural plants.

Landscaped area using small aggregate rock mixed with grasses.

Image B-6_18

Watercourses and Drainage

The planning and design of residential communities should protect the natural landforms, watercourses, and drainage patterns of the sites. Consideration should be given to linear parks and enhancement of the edges along watercourses and drainage ways. Efforts should be made to protect and preserve the natural vegetation along watercourses.

Landscaped Retention Basins

Watercourse Landscaping in Common Area

Image B-6_19

Multi-Use and Mixed-Use Landscaping

Landscaping provides an opportunity to screen undesirable structure features or otherwise enhance the appearance of a structure, while contributing to the overall quality of the streetscape. All landscaping designs should be an integral part of the project's design at the project's inception, and not an afterthought.

Institutional Landscaping

All landscaping in the Institutional Districts should comply with the Mayfield Townsite Planned Community Ordinance (PCZO). This ordinance provides landscaping requirements and guidelines. All landscaping designs should be an integral part of the project's design, while meeting the needs of the institutional use.

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Multi-Use And Mixed-Use Design Standards

Multi-Use and Mixed-Use

This section will focus on overall design and the architectural and visual qualities of Multi-Use and Mixed-Use development. These guidelines are intended to illustrate the general design concepts for Multi-Use and Mixed-Use development. The CRB may provide review for compliance with the Central Design Guidelines contained herein.

Site and Topography Considerations

A Multi-Use and Mixed-Use structure should be sited in a manner consistent with the topography of the site, its position on the lot, block, and the surrounding development. The site design should relate to how a structure is placed on the site and how the structure addresses the street.

The site topography should be considered, as structures on a sloping site will have a different character than one on a flat site, as will a structure on a corner lot rather than in the middle of the block. Other factors in site design include the site's relationship to adjacent commercial properties or structures. A properly designed project should consider the topography of the site, the neighborhood, and existing Multi-Use and Mixed-Use structure and their characteristics.

Multi-Use and Mixed-Use Gateways

Multi-Use and Mixed-Use gateway design principles should be incorporated to enhance the identity of the Community by marking major entrances and/or gateways to provide a sense of arrival. The following guidelines should be considered:

- Multi-Use, Mixed-Use, or commercial structures proposed at gateway locations should be designed to emphasize their location and importance.
- Structures proposed at gateway locations should be designed with superior architectural facade expressions and elements, including but not limited to roof form and massing, such as larger bulk, tower forms, peaked roofs, and oversized windows.

Multi-Use and Mixed-Use Gateway Examples

Structures proposed at gateway should contain superior architectural façade expressions and design elements.

Image B-6_20

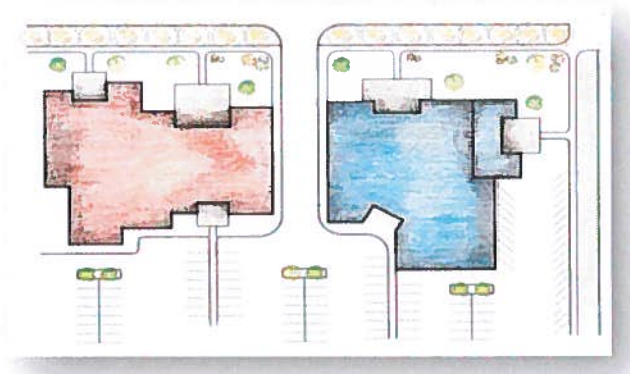
Access, Placement and Orientation

The placement and orientation of Multi-Use and Mixed-Use structures is an important consideration because proper placement promotes security and pedestrian interaction. All structures should be positioned in a manner that preserves views and the natural beauty of the

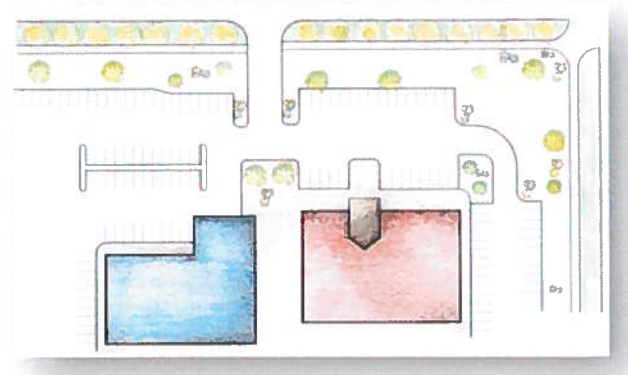
Community and promotes (walkability) pedestrian access. Façades and access should face the street with direct pedestrian access from the street as well as from parking areas.

The intent of commercial access is to facilitate the flow of both pedestrian and vehicular traffic entering and exiting commercial facilities. Shared access should be designed and developed whenever possible. The following guidelines should be considered for access:

- Ingress and egress points connecting a double–loaded aisle of parking to the street right–of–way should not be impacted or interrupted by parking drive aisles or adjacent parking stalls for a distance of at least 30 feet from the edge of the street right–of–way.
- Shared access should be considered, when possible, to reduce parking impacts and reducing the number of access points by connecting or consolidating parking lots and driveways whenever possible. Access to adjacent parking lots should be shared to reduce the number of curb cuts and to increase pedestrian connectivity.
- Pedestrian opportunities should play a major role in designing commercial orientation and parking facilities.



This image shows a shared access and parking design with building arrangements and parking opportunities that are both pedestrian oriented and pedestrian friendly. The façades and access face the street with direct pedestrian access from the street as well as parking areas.



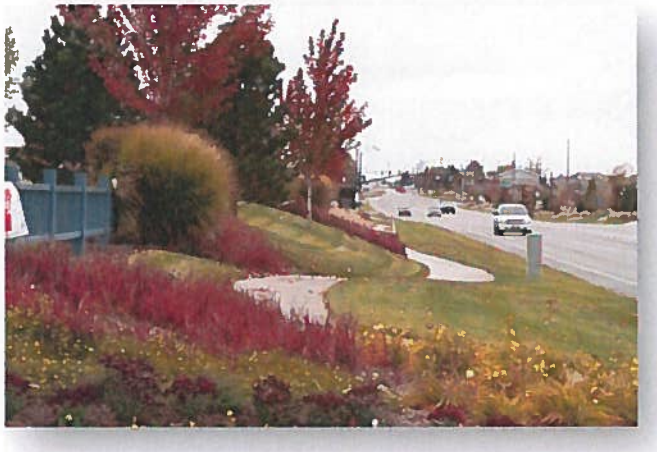
This image shows shared access and parking with building arrangements that are pedestrian oriented (façades facing the public right-of-way) but not pedestrian friendly as there is no direct pedestrian access.

Image B-6_21

Shared Parking

This image shows shared access and parking with building arrangements that are pedestrian oriented (facing the public right-of-way) but not pedestrian friendly because there is no direct pedestrian access from the public right-of-way.

Structures should be placed close to the street with direct pedestrian access (walkability). Vehicular parking should be located in the rear.



This image highlights the typical pedestrian barrier from the public right-of-way to commercial uses.

This design is not pedestrian friendly, does not allow for pedestrian access, and reduces visibility of the commercial area from the public right-of-way thus creating safety issues and additional signage requirements..

Image B-6_22

Sign Design Integration

All commercial structures should be designed to ensure that signage is part of the overall design and not an afterthought. The design of Multi-Use and Mixed-Use structures and sites should identify sign locations and sizes. All signs should comply with the sign requirements of the Mayfield Townsite Planned Community Sign Ordinance and, where applicable, a master sign program. Master sign programs should be in conformance with an overall sign

ordinance in which consideration is given to signage requirements that fit within the architectural character, proportions, and details of the design. The master sign program should indicate location, size, and general design.

Street Scenes, Plazas, and Open Space

Pedestrian-friendly street scenes at commercial locations should be created using a variety of opportunities such as site furnishings, well-designed entrances, and other pedestrian amenities. Site furnishings, such as benches, tables, trash receptacles, and other pedestrian amenities should be made of durable weather and vandal-resistant materials and provided at entrances, plazas, open spaces, and/or other pedestrian areas. Site furnishings should never block pedestrian access or accessibility entrance points or access.

Street Scenes

Site Furnishings

Pedestrian Amenities

Image B-6_23

Pedestrian-friendly environments can also be created through a variety of usable and interesting open spaces within private development, such as but not limited to plazas, courtyards, or other pedestrian spaces at or near main entrances. Plazas, courtyards and open space should consider the following designs features:

- Special interest landscaping
- Special paving, such as colored/stained concrete, brick, or other unit paver
- Public art
- Seating, such as benches, tables, or low seating walls
- Water features

Pedestrian-Friendly Environments

Plaza Water Feature

Seating with Water Feature

Special Interest Landscaping

Public Art

Image B-6_24

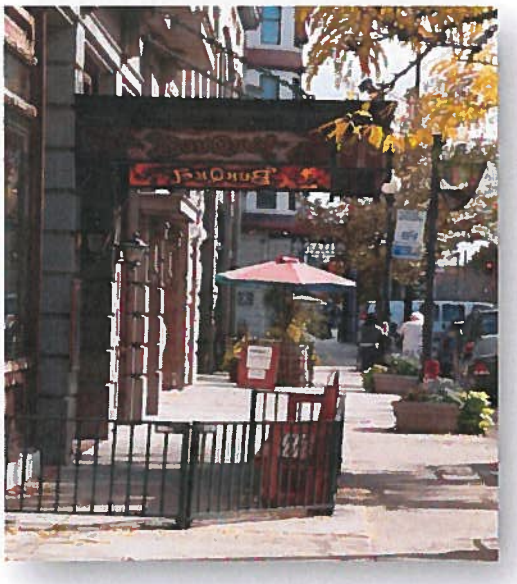
Ground Floor Treatment and Transparency

Ground floor treatments and transparency provide a visual connection between activities inside the commercial structure and the exterior pedestrian streetscape outside the commercial structure. Ground floor treatments, when properly designed, offer a level of safety and security that make commercial establishments more pedestrian friendly. Ground floor commercial centers should consider the following:

- The front façade design should contain a minimum of 30% window coverage with clear vision glass. A higher percentage of window coverage should be incorporated for structures located in the town center or located on an arterial street.
- Glass for any ground floor façade visible from any street should be designed to create ground level expression and interest.
- Structures along streets should be designed to reinforce the character of the streetscape.
- For ground level structures to be pedestrian friendly, they need to provide appropriately-scaled expression and use of accent materials.
- Ground floor designs should also consider large windows with kick plates for storefronts and projecting sills, pedestrian-scaled signs, canopies, and plinths.

Ground Floor Treatment

Larger Windows with Kick Plates and a Brick Paved Sidewalk



Pedestrian Scaled Signs, Canopies and Seating

Image B-6_25

General Multi-Use and Mixed-Use Design Features

Mayfield Neighborhood Guidelines (MNG)

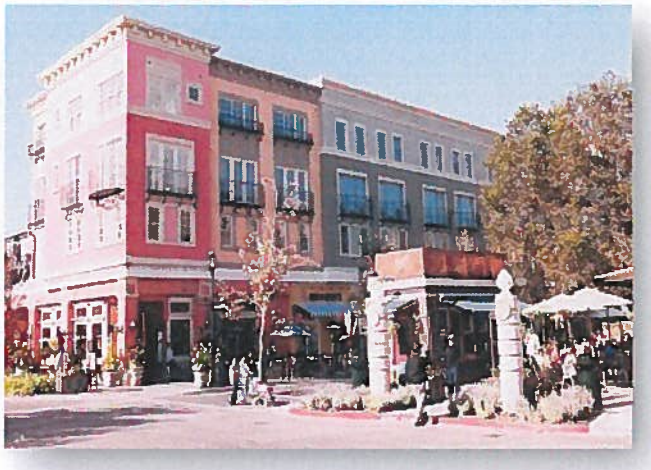
The preferred Multi-Use and Mixed-Use style for the Mayfield Neighborhood Guidelines (MNG) is **Traditional** and should incorporate the historic nature of the neighborhood and the architectural design styles and features of the **Tudor, Craftsmen, Bungalow, or Colonial Revival** styles. Aspects of these styles should be incorporated into the overall design. These styles and features can be reviewed in the Mayfield Neighborhood Guidelines (MNG) section.

Community Neighborhood Guidelines (CNG)

Neotraditional designs are the preferred Multi-Use and Mixed-Use style for the Community Neighborhood Guidelines (CNG). This style should de-emphasize the automobile and look to "old" or "traditional" styles for its inspiration. Ideally, Neotraditional design elements should accommodate pedestrians, where façades are built close to the street with pedestrian access, serviced by alleyways or rear parking areas. The design should contain mixed-use buildings and development with retail, office, residential, and/or commercial space that should be built in historically-inspired architectural styles.

This image shows Neotraditional styles with articulated facades, excellent use of building materials, windows and color.

Image B-6_26



Excellent ground floor designs with larger windows with kick plates pedestrian scaled signs, and amenities.

This mixed-use image shows articulated façades with architectural elements, excellent use of building materials and muted colors with excellent ground floor treatments.

While staying within the confines of the style chosen, long unarticulated building façades should be avoided by incorporating architectural features. These design elements should also be included on the rear and side façades that are adjacent to or visible from streets, alleys, or open spaces. Commercial structures should be arranged in a manner that creates a harmonious and varied appearance. This mixed-used commercial structure shows articulated façades with architectural elements, excellent use of building materials and color as well as roof forms broken up by interesting architectural treatments.

Image B-6_27

Structure Materials and Color

Building materials and colors are important considerations for all architectural designs. Spectacular architecture designs with a poor color schemes are as inappropriate as repetitive architecture and building materials. Repetitiveness creates aesthetically dull and unmemorable environments with no sense of place or character. The following principles in building materials and color should be followed:

- Exterior finishes should consist of multiple building materials such as, but not limited to, brick, stone, wood clapboard, and stucco.
- Exterior finishes should include appropriate accents to highlight entries, windows, and other architectural details using the sample photos and drawings contained in this document.
- Accent materials may include but not be limited to stone, simulated stone, brick, cedar shingles, terra cotta, copper, wood, and metal trim.
- The predominant color of the structure should be complementary to the architecture with accent colors used to highlight architectural features and to help distinguish structures from one another.

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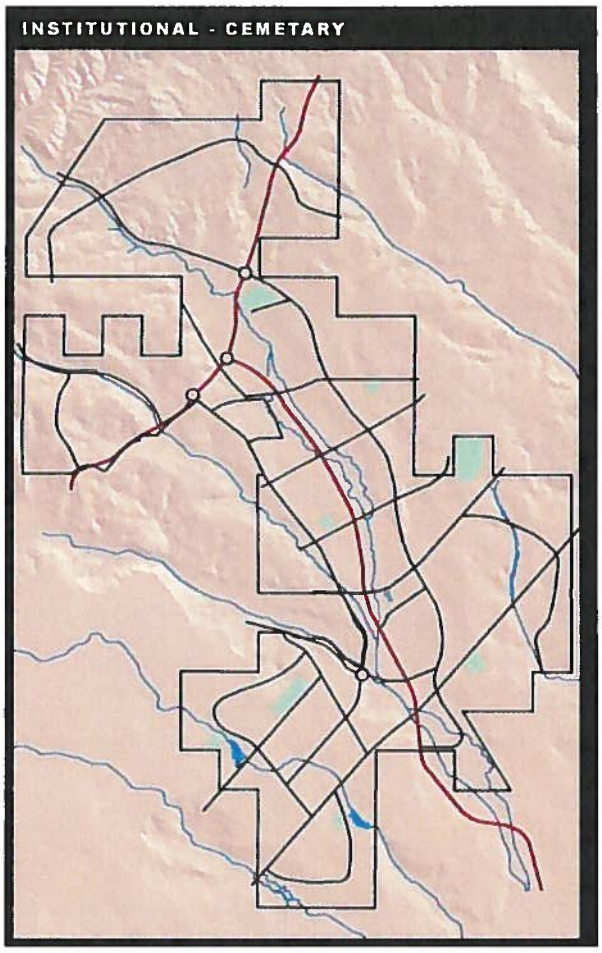
Institutional Design Standards



Public and quasi-public land uses will be allowed in any district as required to support the needs of the Mayfield Townsite Planned Community.

The placements of several potential public and quasi-public land uses are highlighted on the Institutional Map. The intuitional uses include five grammar school sites, one middle school site, and one high school site. The map also shows the proposed location of the wastewater treatment facility, which is located in the Multi-use area, and the Mayfield Cemetery, which includes the entire historic cemetery site.

Image B-6_28

Institutional Design Principles

The Institutional Design Principles will focus on design, architectural, and visual qualities. All institutional development should comply with the general design principles as stated in this document. Institutional development should follow the same guidelines as those for commercial development.

The CRB may provide review for compliance with the Central Design Guidelines contained herein.

Public and Private Schools

Both public and private schools will be encouraged to think vertical. Vertical construction conserves open space and allows for shared developed open space (parks) while using land wisely. Shared school and park facilities will be encouraged within the Community.

Cemetery

The proposed cemetery site is approximately 17 acres in size, which includes the historic Mayfield cemetery. One of the seventeen acres would contain the historic cemetery and cemetery related structures with the balance (16 acres) placed into burial plots. The cemetery would contain approximately 7,000 plots. The developer will either form an "Endowment Care" or "Perpetual Care" cemetery or a Cemetery Maintenance District. After formation, specific cemetery guidelines would be regarding head stones, plot markers, and plot ornamentation.

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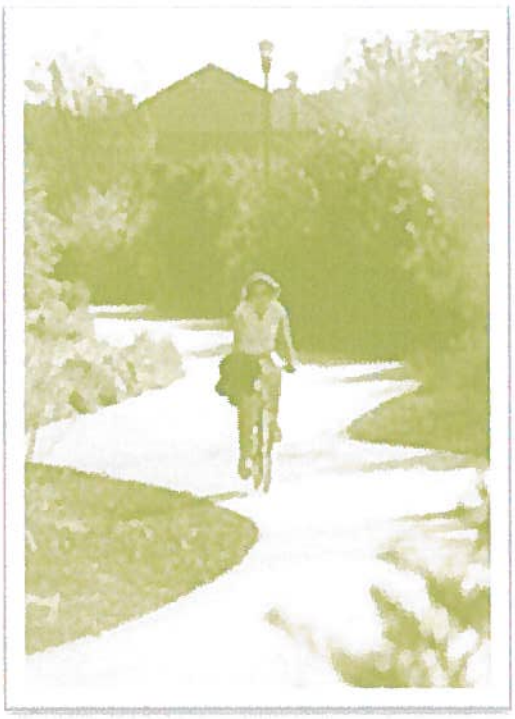
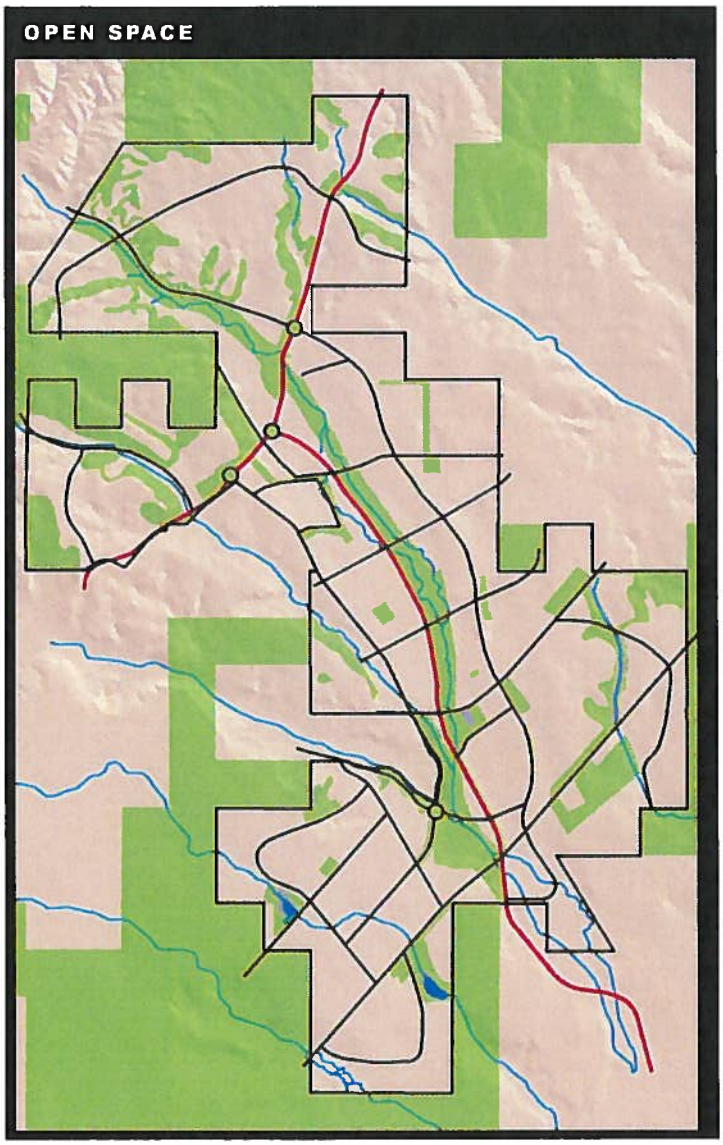
Open Space Standards



Open Space

Approximately 844.86 acres of open space and 454.96 acres of developed open space (parks) have been conceptually designed for the Mayfield Townsite Planned Community. The total Community consists of approximately 5,375 acres of which 1299.82 acres will be set aside for open space. This number represents 24.40% of the total Community.



Mayfield Townsite Planned Community
Proposed Open Space

Image B-6_29

The open space map highlights the proposed open space within the Community. This map also shows the relationship between open space and the surrounding public lands, which offer additional open space and connectivity opportunities.

Until open space is final platted, its specific location will not be permanently defined.

Development of open space should be consistent with the Mayfield Townsite Planned Community Ordinance and the standards of this section.

General Open Space Guidelines

The following general design guidelines should be considered for any development proposed in an open space area:

- All structures should be compatible with the Community goals and objectives, the natural environment, and existing landscape.
- Structure designs should be compatible with the Mayfield Neighborhood Guidelines (MNG) or the Community Neighborhood Guidelines (CNG), as applicable.
- Natural features, including significant existing trees and vegetation, topography, wetlands, and drainage characteristics, should be protected whenever practical and those protected features should be incorporated into the structure and site design.
- Cuts and fills should be minimized to the greatest extent practical; development should strive to maintain the existing terrain and rolling topography whenever possible.
- Water/Storm water detention/retention areas or ponds should be designed to accommodate localized storm water runoff and should be properly landscaped or incorporated as a water feature amenity.
- Water/Storm water detention/retention areas should be designed to consider maintenance requirements, water quality, visual components, natural characteristics, recreational and wildlife values, as well as hydrologic criteria.
- Open space lands should be free of all structures, except as permitted or exempted by the Mayfield Townsite Planned Community Ordinance.
- Open space lands should generally be at least 50 feet in width, except for linear open space along roadways with limited or topographic factors, trail links or connections, lands specifically designed as parks, and/or playfields.
- Open space lands should be interconnected to adjoining public lands wherever possible.
- Open space lands should be undivided by streets, except where necessary for traffic circulation.
- Pedestrian pathways for use by the residents should be provided in the open space lands and linked with public sidewalks or hike/bike trails where appropriate.

Open Space Lands Ownership Options

Open space lands may be owned in a variety of ways. These include the following:

- Elmore County: Conservation Easement managed by Elmore County. The County would hold the easement until incorporation. Upon incorporation, the ownership would transfer to the corporation (Town/City).
- Private Conservation Organization: Conservation Easement managed by a Private Organization. The Organization would hold the easement until incorporation. Upon incorporation, the ownership would transfer to the corporation (Town/City).
- Property Owners Association (POA) or Condominium Association (CA): The association would hold the easement until incorporation. Upon incorporation, the ownership would transfer to the corporation (Town/City).

Organizing Open Space

When organizing open space the following guidelines should be followed:

- Provide open space in neighborhoods that will enable the retention of existing significant trees and other vegetation.
- Allow for the planting of new canopy trees.
- Provide useable recreational areas for the needs of the Community and future residents.
- Enhance Community and neighborhood character and amenities by appropriately locating open space.
- Provide adequate open space that meets the reasonable recreation and service needs of the Community. There should be a minimum of 10% natural open space and a minimum of 10 acres of developed open space (parks) per 1,000 residents, based on 2.5 residents per household.

Mayfield Neighborhood Guidelines (MNG)

Mayfield Neighborhood Guidelines or (MNG)

The Mayfield Neighborhood contains several historical elements of the original Mayfield settlement; therefore, the Mayfield Neighborhood will have separate and distinct design guidelines that reflect this historical heritage. These separate and distinct design guidelines are the Mayfield Neighborhood Guidelines or (MNG). The Mayfield Neighborhood Guidelines (MNG) map clearly identifies the area in which the MNG would be applicable.

The Mayfield Neighborhood Guidelines' sections include:

A. Mayfield Neighborhood Guidelines (MNG).....57-74

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   a) Tudor Style (1890-1910)
   b) Craftsman Style (1905-1930)
   c) Bungalow Style (1900-1930)
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5. Articulation of Building Façade.....69-70
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Mayfield Neighborhood Key Map

A map showing the general vicinity of the Mayfield Neighborhood as it relates to the Mayfield Townsite Community and the area in which the (MNG) guidelines are applicable.

Image B-6_30

Mayfield Neighborhood Guideline Boundary Map

A detailed map of the Mayfield Neighborhood boundary.

This map indicates the area in which the specific MNG design guidelines and requirements are applicable.

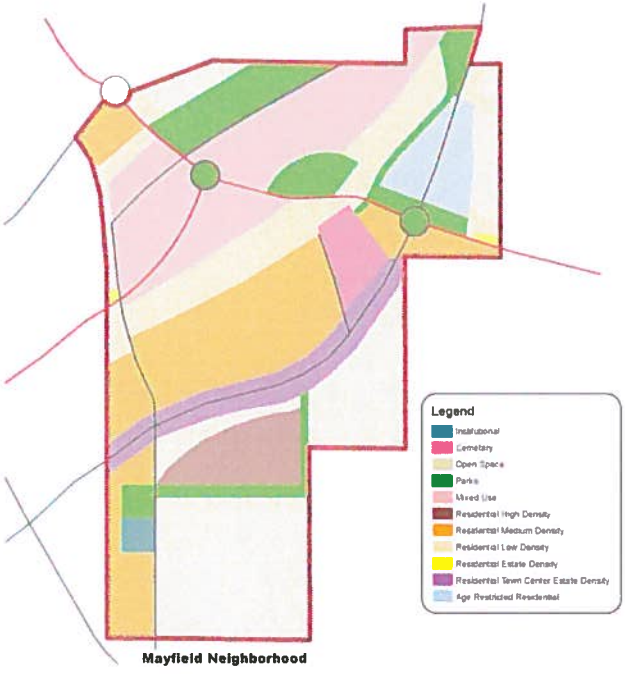


Image B-6_31

Residential Design Standards

Authority

All of the applicable Mayfield Community General Guidelines (MCGG) contained in this document applies to the Mayfield Neighborhood. Where the MCGG is silent on a specific principle or design guideline, the MGG guidelines should prevail as the standard. When a conflict arises between the MNG and the MCGG guidelines, the MNG guidelines should prevail as the standard.

Residential Design Principles

- Ensure residential structures are interesting and varied in appearance.
- Utilize building materials and designs that promote sustainable quality.
- Incorporate conveniently located and accessible neighborhood parks, trails, and open space.

Design Styles

Exterior elevations should be evaluated on the overall character, depth and balance of the design, and should incorporate one of the following styles or influences: **Tudor, Craftsmen, Bungalow, or Colonial Revival**.

Residential housing within the MNG area should consist of a design style using one of the following style or influences:

Tudor Style (1890-1910)

Generally, this style consists of one to one and a half stories in mass with massive ornate, terra cotta pot-capped brick chimneys. Roof type and features are moderate to steep-pitched hipped roofs broken by cross gables. Some designs include pitched-roofed dormers and shed dormers.

Entryways are generally arched, covered entryways, with keystone rock or brick work. Doors generally consist of solid plank-style doors with occasional small, leaded glasswork viewports. A variety of colors and materials with ornamentation, such as bargeboard, verge board or gable board with trefoil or other cutout is common.

The most common exterior design element is half timbering. (Half timbering was also used in period style architecture.) Wrought-iron ornamentation on doors and exterior fixtures are common. Exterior materials include stucco, clapboards, half-timbering or appearance of half-timbering, stone, brick, and batten board. All window types and groups are used.

Image B-6_32

Tudor Style Examples

General Proportions
Generally, one to one and a half stories in mass with massive ornate, terra cotta pot-capped brick chimneys.

Roof Type & Features
Roofs are moderate to steep-pitched hipped roofs broken by cross gables. Some designs include pitched-roofed dormers and shed dormers. Norman style hipped roofs are also common.

Entryway
Generally, arched, covered entryways with keystone rock or brickwork are used.

Doors generally consist of solid plank style doors with occasional small, leaded glasswork viewports.

Color& Materials
A variety of colors used with ornamentation, such as bargeboard, verge board, or gable board with trefoil or other cutout. Wrought-iron ornamentation on doors and exterior fixtures is common.

Exterior materials include stucco, clapboards, half-timbering or appearance of half-timbering, stone, brick, and batten board.

All window types and groups are used.

Image B-6_33

Craftsmen Style (1905-1930)

Generally, Craftsmen Style homes are one to two stories in mass. Typically, the roof is low to medium pitched, usually with intersecting gables and projecting eaves and exposed rafters. Roof generally extends to form a protective front porch. Entryways are generally designed with a central doorway system featuring glass in the upper third of the door and sidelights.

Color and materials are typically natural and muted. A variety of materials generally adorns the façade including split shingles, cottage siding, lap siding, brick, quarry stone, and stucco. Picture windows and grouped casement (ribbon windows) are common.

Image B-6_34

Image B-6_35

Craftsman Style Examples

General Proportions
One, one and a half, and two stories in mass are common.

Roof Type & Features
Generally, the roof is low to medium pitched, usually gabled with intersecting gables and projecting eaves and exposed rafters. Roof generally extends to form a protective front porch.

Entryway
Typically, entryways are designed with a central doorway system featuring glass in the upper third of the door and sidelights.

Color& Materials
Typically, emphasis is placed on using natural and muted colors and materials.

A variety of materials generally adorns the façade including but not limited to split shingles, cottage siding, lap siding, brick, quarry stone, and stucco.

Picture windows and grouped casements (ribbon windows) are common.

Image B-6_36

Bungalow Style (1900-1930)

Generally, homes in the Bungalow Style are one to one and a half stories in mass. Roofs are typically low to moderate hipped or gabled. Shed roofs or dormers are added for additional space and/or lighting. They often incorporated overhanging roofs, usually gabled with intersecting gables and exposed beams and purlins. The gable generally faced the street or front yard. Roofs generally extended to form large porches. Occasionally, porch stoops are developed as part of the architectural element.

Bungalows are designed using a variety of architectural styles including, Craftsman, Swiss Chalet, Prairie, and Colonial etc. Entryways generally contain large porches with tapered porch posts leading to main entry. Central or offset entranceways with and without glass in doors and/or sidelights are also common.

Image B-6_37

Colors and materials generally include rich colors and materials, while incorporating architectural trim and accent features. A variety of materials generally adorns the façade including split shingles, cottage siding, lap siding, brick, quarry stone, and stucco to name a few. All window types and groups are used.

Bungalow Style Examples

General Proportions
Generally, Bungalows are one to one and a half stories in mass. Low shed or dormers are used for additional space and/or lighting. Bungalows are designed using a variety of architectural styles including, Craftsman, Swiss Chalet, Prairie style, and Colonial etc.

Roof Type & Features
Generally, roofs are pitched hipped or gabled. They incorporate overhanging roofs usually gabled with intersecting gables and exposed beams and purlins. The gable generally faced the street or front yard. Roofs generally extend to form large porches. Occasionally, porch stoops are developed as part of the architectural element.

Entryway
Large porches with tapered porch posts leading to main entry are common, central or offset with and without glass in entryway doors and/or sidelights.

Color& Materials
Emphasis is placed on using rich colors and materials while incorporating architectural trim and accent features.

A variety of materials generally adorns the façade including split shingles, cottage siding, lap siding, brick, quarry stone, and stucco to name a few. All window types and groups are used.

Image B-6_38

Colonial Revival Style (1920-1930)

Typically, Colonial Revival homes are two to three stories in mass with the second floor occasionally overhanging first floor to allow for more second floor space. Mass should evoke third world charm, memories of American architecture, and harmony with older architectural styles. Popular styles include Garrison, Saltbox, Dutch Colonial, and Georgian Styles.

They typically had moderate to steep pitched roof types varied from gamble roof with intersecting gables and hipped roof dormers, to hip or mansard roofs with modillion courses. Pediment dormers are also common, including Dutch Colonial with broken pedimented dormers and simplified Georgian columns.

Image B-6_39

Entryways vary with styles but generally contain classic solid doors and covered entranceways borrowed from other periods such as Georgian and Corinthian. Corinthian columns with semicircle portico and balconies are also common.

Classic colors of the 1920s are used for main bodies of the house, while a white trim color is used as a highlight element. Exterior materials include clapboard, stone, and brick. Brick masonry often included lime or sandstone modillion courses. Windows are generally French style and designs often added three-sided bay windows. Awnings and fixed shutters are also common.

Image B-6_40

Colonial Revival Style

Image B-6_41

General Proportions
These homes are two to three stories in mass with the second floor occasionally overhanging the first floor to allow for more second floor space. Mass should evoke third world charm, memories of American architecture, and harmony with older architectural styles.

Roof Type & Features
Moderately pitched roof types varied from gamble roof with intersecting gables and hipped roof dormers, to hipped or mansard roofs with modillion courses with pediment dormers..

Entryway
Classic solid doors covered entryways borrowed from other periods such as Georgian and Corinthian. Corinthian columns with semicircle portico and balconies are also common.

Color& Materials
Classic colors of the day are use for main bodies with white trim and highlight elements. Exterior materials included clapboard, stone, and brick. Brick masonry often included lime or sandstone modillion courses.

Windows are generally French style and designs often added three-sided bay windows. Awnings and fixed shutters are also common.

Exterior Elevations

Exterior elevations should be evaluated on the overall character, depth, and balance of the design, and should incorporate one of the following styles or influences: **Tudor, Craftsmen, Bungalow, or Colonial Revival**.

Articulation of Building Façade

While staying within the confines of the style or influence selected, long, unarticulated building facades should be avoided by incorporating varying setbacks of the building footprint in a varied fashion along the residential street or property lines. Projecting architectural features such as bowed or bay windows, columns, offset roof planes, and similar features should be used to create both vertical and horizontal articulation on the building elevations. These design elements should also be included on the rear and side façades that are adjacent to or visible from streets, alleys, or open spaces. Residential structures should be arranged in a manner that creates a harmonious, varied appearance of building heights and setbacks.

Special design features, such as front porches, garage placement to rear of a lot, window and door articulation and treatment, extended overhangs, and building edge treatments (such as arbors, awnings or trellises) are encouraged.

Windows should be framed as appropriate with the style or influence chosen with compatible materials to create well-defined "edge". Window treatments should be designed to provide distinctive shadows on the building façades.

Examples of Articulated Building Façade

Entry Features, Porch And Setback Garage

Front Porch with Offsetting Planes

Bay Windows

Awnings

Image B-6_42

Color and Materials

The colors and materials on adjacent residential structures should be varied to establish a separate identity for the dwellings. A variety of colors and textures of building materials is encouraged, while maintaining overall design continuity in the neighborhood. Color sample boards should be submitted as a part of the application and review process.

Varied Roof Planes

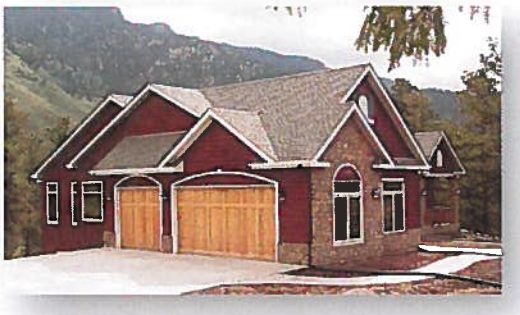
Roof articulation may be achieved by changes in plane or by the use of traditional roof forms such as gables, hips, and dormers or other styles consistent with the Craftsmen, Bungalow, Tudor, or Colonial Revival style.

Examples of Varied Roof Planes

Dormers

Hip with Gables

Varied Form



Multiple Gables

Image B-6_43

Multifamily

Multifamily Design

Multifamily exterior elevations should be evaluated on the overall character, depth, and balance of the design, and should incorporate one of the following styles or influences: **Tudor, Craftsmen, Bungalow, or Colonial Revival**.

A variety of multifamily options can be constructed within the Mayfield Neighborhood including but not limited to zero-lot line development, condominiums, townhouses, and apartments. Multifamily development should de designed in such a manner that it blends with the character of the neighborhood. Multifamily development should be dispersed within the entire neighborhood rather than in one single location unless otherwise shown on the land use map.

Apartments should be developed in the traditional tenement style of converted single-family dwelling or boarding houses. Those constructed should have the appearance of large individual single-family residential dwellings.

This is an example of a tenement structure where a single-family was converted into multifamily. This structure contains four individual apartments with one entrance off the main porch.

Image B-6_44

This is an example of a multifamily tenement structure with four individual doors with shared porch facing the street.

This structure contains four individual two-story apartments with individual entrances in front and back, including parking.

Image B-6_44

Articulation of Building Façade

While staying within the confines of the style or influence selected, long unarticulated building façades should be avoided by incorporating varying setbacks of the building footprint in a varied fashion along the residential street or property lines. Projecting architectural features such as bowed or bay windows, columns, offset roof planes, and similar features should be used to create both vertical and horizontal articulation on the building elevations. These design elements should also be included on the rear and side façades that are adjacent to or visible from streets, alleys, or open spaces. Structures should be arranged in a manner that creates a harmonious, varied appearance of building heights and setbacks.

Windows should be framed as appropriate to the style or influence chosen, with compatible materials to create well-defined "edge". Window treatments should be designed to provide distinctive shadows on the building façades.

Colors and Materials

The colors and materials on adjacent structures should be varied to establish a separate identity for the dwellings. A variety of colors and textures of building materials is encouraged, while maintaining overall design continuity in the neighborhood. Color sample boards should be submitted as a part of the application and review process.

Varied Roof Planes

Roof articulation may be achieved by changes in plane or by the use of traditional roof forms such as gables, hips, and dormers or other styles.

360 Degree Architecture

Architectural design treatments such as building offsets, recessed windows, trellises, overhangs, or other features should occur on those façades visible from streets, alleys, or open spaces.

Examples of 360 Degree Architecture

Alley Façade

Alley Façade

Open Space Façade

Open Space Façade

Image B-6_45

Community Neighborhood Guidelines

(CNG)

Community Neighborhood Guidelines (CNG)

The balance of the neighborhoods within the Community and all other villages not identified in the MNG section should use separate development guidelines called the Community Neighborhood Guidelines (CNG). Where the CNG is silent on a specific principle or design guideline, the MCGG guidelines should prevail as the standard.

The Community Neighborhood Guideline sections include:

A. Mayfield Neighborhood Guidelines (CNG).....75-89

1. Mayfield Townsite Planned Community Neighborhood Guideline Key Map....77
2. Community Neighborhood Guideline Boundary Map.....77

B. Residential Design Standards.....78-84

1. Authority.....78
2. Residential Design Principles 78
3. Design Style 78-82
   a) Examples of Traditional Architecture
4. Articulation of Building Façade.....82-83
5. Color and Materials.....83
6. Varied Roof Planes.....83-84

C. Multifamily.....85-89

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3. Color and Materials.....86
4. Varied Roof Planes.....86
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6. Examples of Traditional Multifamily Architecture.....87-89

Community Neighborhood Guideline Key Map

A map illustrating the neighborhoods in the Mayfield Townsite Planned Community

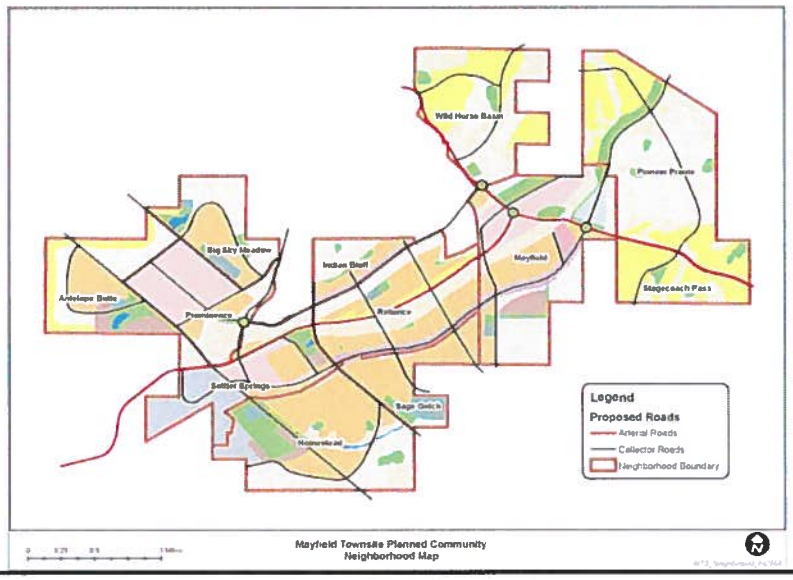

Image B-6_46

Community Neighborhood Guideline Boundary Map

A detailed map of the Community Neighborhood Guideline (CNG) boundaries.

The neighborhoods shown on this map indicates where the specific CNG design guidelines and requirements are applicable.

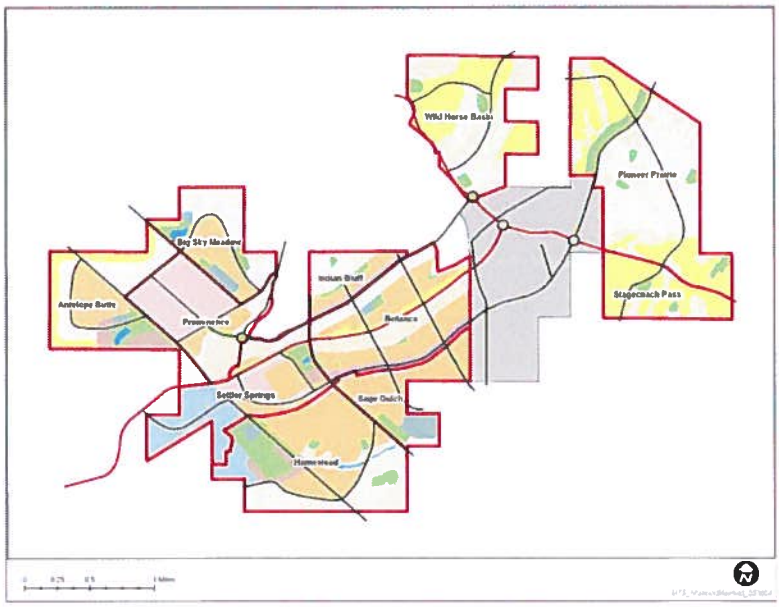

Image B-6_47

Residential Design Standards

Authority

All of the applicable Mayfield Community General Guidelines (MCGG) contained in this document applies to the Pioneer's Prairie, Stagecoach Pass, Wild Horse Basin, Homestead, Indian Bluff, Reliance, Sage Gulch, Settler Springs, Antelope Butte, Big Sky Meadow, and Prominence neighborhoods. Where a conflict arises between the CNG and the MCGG guidelines, the MCGG Guidelines shall prevail.

Residential Design Principles

- Ensure residential structures are interesting and varied in appearance.
- Use building materials and designs that promote sustainable quality.
- Incorporate conveniently located and accessible neighborhood parks, trails, and open space into design efforts.

Design Styles

Exterior elevations should be evaluated on the overall character, depth and balance of the design, and should incorporate one of the following styles or influences: **Traditional Architecture**

Traditional American architecture provides timeless design and contemporary trends. Traditional architecture is often associated with Cape Cod and later Americana architectural styles. These styles reflect common-sense design principles and functionality.

The Traditional Cape Cod cottage was designed to withstand harsh weather and high wind conditions. They were constructed with steep pitched roofs and low broad profiles The Cape Cod home has become the most recognized residential style of the 20th century and considered by many architectural historians as the most functional residential design. The Traditional aesthetic styles evolved from Colonial beginnings with gabled roofs and dormer windows as common identifying features of Traditional-style architecture. Traditional architecture and design practices may be adapted using varying styles based on the individual homeowner's lifestyle considerations, although these styles should incorporate traditional construction patterns. A reference guide to traditional construction patterns,

"Traditional Construction Patterns: Design and Detail Rules-of-Thumb" by Stephen Mouzon and Susan Henderson may help in designing efforts.

Architectural designs other than Traditional designs may be considered by the CRB on a case-by-case basis but may be discouraged and or denied CRB approval.

Examples of Traditional Architecture

Image B-6_48

Examples of Traditional Architecture

Image B-6_49

Examples of Traditional Architecture

Image B-6_50

Examples of Traditional Architecture

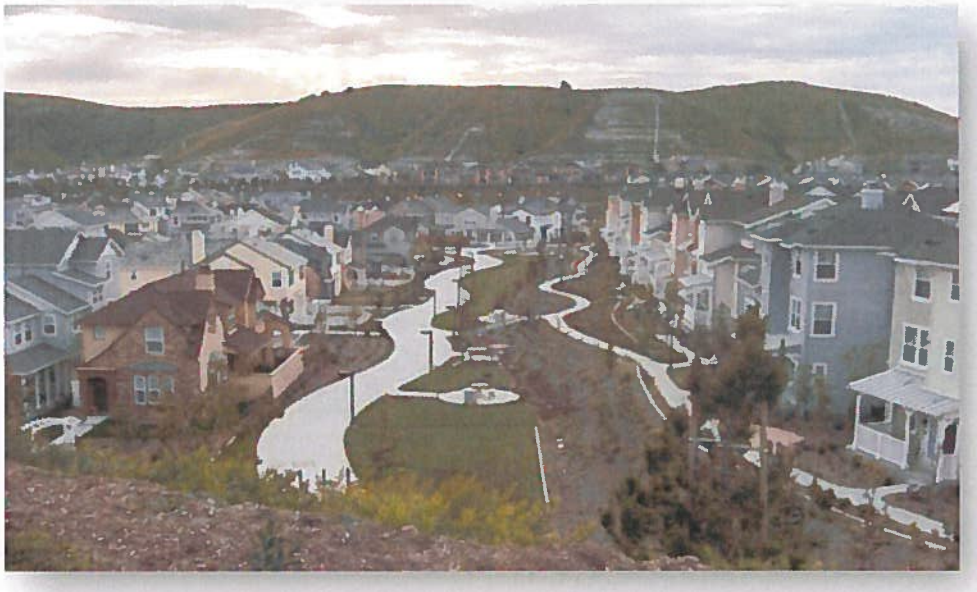

Image B-6_51

Examples of Traditional Architecture

Image B-6_52

Examples of Traditional Architecture

Image B-6_53

Examples of Traditional Architecture

Image B-6_54

Articulation of Building Façade

While staying within the confines of the style or influence selected, long unarticulated building façades should be avoided by incorporating varying setbacks of the building footprint in a varied fashion along the residential street or property lines. Projecting architectural features such as bowed or bay windows, columns, offset roof planes, and similar features should be used to create both vertical and horizontal articulation on the building elevations. These design elements should also be included on the rear and side façades that are adjacent to or visible from streets, alleys, or open spaces. Residential structures should be arranged in a manner that creates a harmonious, varied appearance of building heights and setbacks.

Special design features, such as front porches, garage placement to rear of a lot, window and door articulation and treatment, extended overhangs, and building edge treatments (such as arbors, awnings or trellises) are encouraged.

Windows should be framed as appropriate to the style or influence chosen, with compatible materials to create well-defined "edge". Window treatments should be designed to provide distinctive shadows on the building façades.

Articulation of Building Façade Examples

Entry Features, Porch, And Setback Garage

Front Porch with Offsetting Planes

Image B-6_55

Color and Materials

The colors and materials on adjacent residential structures should be varied to establish a separate identity for the dwellings. A variety of colors and textures of building materials is encouraged, while maintaining overall design continuity in the neighborhood. Color sample boards should be submitted as a part of the application and review process.

Varied Roof Planes

Roof articulation may be achieved by changes in plane or by the use of traditional roof forms such as gables, hips, and dormers or other styles.

Examples of Varied Roof Planes

Dormers

Hip with Gables

Varied Form

Multiple Gables

Image B-6_56

Multifamily

Multifamily Design

Multifamily exterior elevations should be evaluated on the overall character, depth, and balance of the design. The design should incorporate **Traditional Architecture** styles and influence.

A variety of multifamily dwelling options can be constructed within the Community neighborhoods including, but not limited to, zero-lot line development, condominiums, townhouses, and apartments. Multifamily development should de designed in such a manner that it blends with the character of the neighborhood in which it resides. Multifamily development should be dispersed within the entire neighborhood rather than in one single location, unless otherwise shown on the land use map.

Multifamily structures should have the appearance of single-family dwellings with varied entryway locations. When designing multifamily parking above grade level or underground parking should be considered. Multifamily dwellings should incorporate 15% of the gross lot into developed or natural open space.

This four-plex multifamily residential dwelling has varied entryways, appropriate open space, and segregated parking opportunities. This is an example of an apartment or this could be converted to a 4-unit condominium. This multifamily unit is easily integrated into single-family neighborhoods.

Image B-6_57

Articulation of Building Façade

While staying within the confines of the style or influence selected, long unarticulated building façades should be avoided by incorporating varying setbacks of the building footprint in a varied fashion along the residential street or property lines. Projecting architectural features such as bowed or bay windows, columns, offset roof planes, and similar features should be used to create both vertical and horizontal articulation on the building elevations. These design elements should also be included on the rear and side façades that are adjacent to or visible from streets, alleys, or open spaces. Structures should be arranged in a manner that creates a harmonious, varied appearance of building heights and setbacks.

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Varied Roof Planes

Roof articulation may be achieved by changes in plane or by the use of traditional roof forms such as gables, hips, and dormers or other styles.

360 Degree Architecture

Architectural design treatments such as building offsets, recessed windows, trellises, overhangs, or other features should occur on those façades visible from streets, alleys, or open spaces.

Examples of 360 Degree Architecture

Alley Façade

Alley Façade

Open Space Façade

Open Space Façade

Image B-6_58

Traditional Housing Exampled

The following pictorial example provides guidance to traditional housing styles and designs proposed within the Community.

Examples of Traditional Multifamily Architecture

Image B-6_59

Condominiums Attached By Garage Units

Image B-6_60

Zero-Lot Line Attached Housing

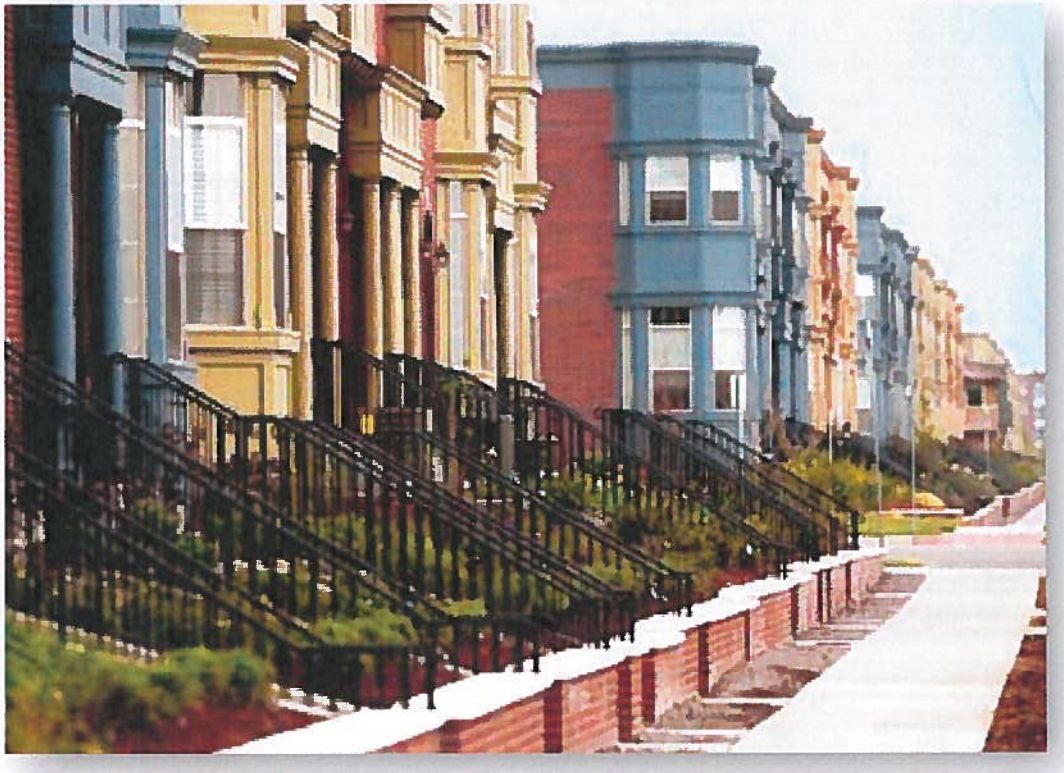

Image B-6_61

Four-plex Design

Image B-6_62

Attachment 2 - Mayfield Springs Planned Community

Mayfield Springs Planned Community
Comprehensive Plan
Elmore County

Element B-2

COORDINATED GOALS AND POLICIES

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GOALS AND POLICIES REFERENCE TABLE

PLAN ELEMENTS	GOALS	POLICIES
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Population	2.0.1	2.0.1
School Facilities and Transportation	3.0.1 & 3.0.2	3.0.1, 3.0.2 & 3.0.3
Economic Development	4.0.1	4.0.1, 4.0.2 & 4.0.3
Land Use	5.0.1	5.0.1, 5.0.2, 5.0.3, 5.0.4, & 5.0.6
Natural Resources	6.0.1	6.0.1, 6.0.2, 6.0.3, & 6.0.4
Hazardous Areas	7.0.1	7.0.1, 7.0.2 & 7.0.3
Public/Private Services	8.0.1	8.0.1, 8.0.2, 8.0.3 & 8.04
Facilities and Utilities	9.0.1	9.0.1, 9.0.2 & 9.0.3
Transportation	10.0.1 & 10.0.2	10.0.1, 10.0.2, 10.0.3, 10.0.4 & 10.0.5
Recreation	11.0.1	11.0.1, 11.0.2 & 11.0.3
Special Areas or Sites	12.0.1	12.0.1 & 12.0.2
Housing	13.0.1	13.0.1 & 13.0.2
Community Design	14.0.1	14.0.1, 14.0.2, 14.0.3, 14.0.4, & 14.0.5
Commercial/Industrial Development	15.0.1	15.0.1, 15.0.2, 15.0.3 & 15.0.4
Air Quality	16.0.1	16.0.1 & 16.0.2
Water Quality	17.0.1	17.0.1
Irrigation Systems	18.0.1	18.0.1, 18.0.2, 18.0.3, 18.0.4 & 18.0.5
Public Safety Facilities	19.0.1	19.0.1, 19.0.2, & 19.0.3

Table B-2(1)

1.0 Private Property Rights

Goal

1.0.1 To acknowledge the responsibilities of each property owner as a steward of the land, to use their property wisely, maintain it in good condition and preserve it for future generations.

Policies

1.0.1 No person shall be deprived of private property without due process of law.

1.0.2 Private property shall not be taken for public use without just compensation.

1.0.3 Land use laws will be administered to avoid unnecessary delays and duplicating procedure.

1.0.4 Adopt Covenants, Conditions, and Restrictions (CC&R's) that protect property values and ensure consistent maintenance of all neighborhoods throughout the Mayfield Springs Planned Community.

2.0 Population

Goal

2.0.1 To provide housing options at varied pricing points in a location that serves the needs of a growing population moving to this location as a result of its central location between Ada and Elmore County population centers and military resources, thereby creating socio-economic diversity and an enhanced quality of life.

Policies

2.0.1 Provide a variety of housing opportunities, styles, and cost points in a quality environment that includes clean air and water and convenient access to transportation and public services.

3.0 School Facilities and Transportation

Goals

3.0.1 Work with the Mountain Home School District and public education stakeholders (including, where applicable, charter schools) to strengthen and enhance school services and facilities where needed to encourage growth and development within Elmore County.

3.0.2 In school site and planning decisions, consideration should be given to the importance of safe, all-weather roadways and transportation systems to accommodate school traffic and access.

Policies

3.0.1 Work with Mountain Home School District, the Idaho State Department of Education, and public education stakeholders to develop a public school within the Mayfield Springs Planned Community, along with associated learning facilities that are safe, functional, and enhance academic, social, emotional and physical development. In the event Mountain Home School District chooses not to operate a school within the Mayfield Springs Planned Community, work with a charter school to provide the same resources.

3.0.2 Develop shared resources such as developed park/play areas and shared parking opportunities.

3.0.3 Work with education stakeholders to develop the school site within the Community to help avoid site-limiting features and other hazards and nuisances detrimental to the safety of children and to the general operation of the school.

4.0 Economic Development

Goal

4.0.1 Strive to promote a diversified economic base through mixed-use development work/live options, general commercial opportunities, and home occupations.

Policies

4.0.1 Encourage the establishment of businesses and commercial/retail uses that will serve the Mayfield Springs Planned Community and the surrounding area.

4.0.2 Develop a land use map that includes appropriate areas for mixed-use commercial and retail service activities and uses.

4.0.3 Provide appropriate incentives and standards to attract businesses to the mixed-use Town Center area.

5.0 Land Use

Goal

5.0.1 Strive to promote a diversified economic base through mixed-use development, work/live options, general commercial opportunities, and home occupations.

Use Policies

5.0.1 Encourage the establishment of businesses and commercial/retail uses that will serve the Mayfield Springs Planned Community and the surrounding area.

5.0.2 Develop a land use map that includes appropriate areas for mixed-use commercial.

5.0.3 Seek a variety and balance of compatible land uses that will sustain the community.

5.0.4 Include a mix of single family and multiple family housing with a mix of housing types and density transitions.

5.0.5 Include and provide for fire prevention through ongoing maintenance of defensible space on the perimeter of the project in accordance with Appendix C to the Wildlife Mitigation Plan for Mayfield Springs Planned Community.

5.0.6 Provide for dust control measures through the development of Mayfield Springs Planned Community in accordance with commercially standard construction procedures and the requirements of local governments having jurisdiction.

6.0 Natural Resources

Goal

6.0.1 Identify existing natural resources and preserve and/or enhance when possible or appropriate.

Policies

6.0.1 Encourage the protection of natural resources by promoting ongoing management of open space resources where appropriate, through adequate wildlife mitigation habitat improvement and noxious weed abatement plans that are in accordance with the Mayfield Springs Planned Community wildlife management plan, in addition to providing other opportunities in open space that will support and benefit residents such as public services and recreational opportunities.

6.0.2 Promote and encourage economic development that are, to the extent possible, harmonious with natural resources and the environment of the Community.

6.0.3 Encourage and support wildfire management programs that will protect the Community, as well as re-vegetation programs for open space areas and undeveloped portion of the Community after wildfire or range fires.

6.0.4 Strive to provide well-designed, energy-efficient homes, built in the context of a development that is designed to respect the natural features of the site.

7.0 Hazardous Areas

Goal

7.0.1 Strive to ensure the safety of residents and the protection of property through identification of hazardous areas. No significant hazards have been identified within the Mayfield Springs Planned Community; however, site development will be mindful of topography and the Marathon Oil Pipeline, which is located within the site.

Policies

7.0.1 Preserve areas that include slopes inappropriate for development and include such areas in developed or natural open space.

7.0.2 Encourage community awareness or sensitive or hazardous areas, including through notification where appropriate.

7.0.3 Cooperate with the Marathon Oil concerning its pipeline and provide appropriate setbacks from such facilities.

8.0 Public/Private Services

Goal

8.0.1 Provide public and private services through the development of and/or partnership with existing service providers to provide public services as needed to encourage orderly growth and development.

Policies

8.0.1 Work with existing public service providers to provide services to the Mayfield Springs Planned Community or, where appropriate, provide for such public services directly.

8.0.2 Develop broadband internet service within the Community.

8.0.3 Work with Idaho Power Company to develop three-phase power service within the Community.

8.0.4 Develop natural gas service within the Community.

9.0 Facilities and Utilities

Goal

9.0.1 Provide essential facilities and utilities, including potable water, wastewater, and electricity, through the development of and/or partnership with existing providers.

Policies

9.0.1 Develop a municipal potable water facility and storage facility for fire suppression requirements capable of supporting the Mayfield Springs Planned Community, as developed by phase, in compliance with the requirements of Elmore County Code, the Idaho Department of Water Resources, the Idaho Department of Environmental Quality, and Central District Health.

9.0.2 Develop a wastewater collection and treatment facility and storage facility for reclaimed wastewater capable of supporting the Community as developed by phase, in compliance with the requirements of Elmore County Code, the Idaho Department of Environmental Quality, and Central District Health.

9.0.3 Work with individual service and utility providers to secure all other necessary services for the Community.

10.0 Transportation

Goals

10.0.1 Encourage a community design that fosters walkability, alternate forms of transportation and the reduction of daily vehicular trip counts.

10.0.2 Provide opportunities for alternate transportation options by working with existing providers and local and state agencies.

Policies

10.0.1 Provide an efficient network of local, collector, and arterial streets within the Mayfield Springs Planned Community.

10.0.2 Restrict or reduce curb cuts and access points on collectors and arterial streets to help facilitate safer and more efficient traffic movement.

10.0.3 Integrate trails and bicycle paths where appropriate to foster alternate forms of transportation.

10.0.4 Promote the use of pedestrian and bicycle transportation within the Mayfield Springs Planned Community.

10.0.5 Provide park and ride locations within the Community when and where appropriate and enter into appropriate agreements with transportation service providers for use of such facilities, including, as appropriate, Ada County Highway District.

10.0.6 Enter into appropriate agreements with Mountain Home Highway District (MHHD) for ongoing maintenance of public roadways maintained by MHHD, and establish appropriate reserves for ongoing maintenance and repair of private streets within Mayfield Springs Planned Community.

11.0 Recreation

Goal

11.0.1 Encourage recreational opportunities within the community and provide public connectivity/access to abutting public lands.

Policies

11.0.1 Strive to provide a wide range of recreational opportunities such as, but not limited to open space, trails, developed parks, a clubhouse, and swimming pools.

11.0.2 Provide trail and pathway systems that link open space, parks, neighborhoods, and adjacent public lands.

11.0.3 Support trailhead parking opportunities and access to public lands adjacent to the Mayfield Springs Planned Community by means that may include open trailheads and pathway connections.

12.0 Special Areas or Sites

Goal

12.0.1 Identify, enhance, protect, and/or preserve any unique or special area, site, or land feature identified within the community.

Policies

12.0.1 To the extent possible, preserve historical and natural resources, if discovered or identified through the course of the development of the Mayfield Springs Planned Community.

12.0.2 Continue to identify and monitor the use of special areas such as historic, architectural, archeological, ecological, and scenic sites, if discovered or identified through the course of the development of the Community.

12.0.3 Develop and maintain through the homeowners' association a series of interpretive plaques and signs honoring the history of Highway 30 in the area.

13.0 Housing

Goal

13.0.1 Strive to provide a diversity of housing typologies within the community to meet market demand.

Policies

13.0.1 Provide a mix of housing types, including but not limited to, single-family, townhouse, condominium, triplex, apartment, and lofts within the Mayfield Springs Planned Community.

13.0.2 Provide affordable, well designed, and energy efficient homes, built within a development that attempts to respect the natural features of the site and in harmony with the region.

14.0 Community Design

Goal

14.0.1 Promote a community design that encourages a variety of functional and aesthetically pleasing residential structures within the individual neighborhoods and develops complementary commercial and community areas, creating a unique community and community identity.

Policies

14.0.1 Create a distinct planned community focused on a walkable Town Center, which offers a variety of housing types and conveniently located commercial uses and community areas and amenities.

14.0.2 Provide opportunities for a site-sensitive development by providing, where appropriate, reduced garage setbacks, reduced living space/porch setbacks for rear-loaded and side-loaded garage units, and special incentives for utilization of alleys, living space offset and side-loaded garages.

14.0.3 Encourage the design of multi-family residential structures to convey a high level of quality and character.

14.0.4 Allow design flexibility to address market demand and economic conditions.

14.0.5 Provide for community design that honors the Highway 30 heritage associated with the areas near Mayfield Springs Planned Community, including plaques honoring the Highway 30 area and use of font and design elements in association facilities that hearken to a pre-interstate era.

15.0 Commercial/Industrial Development

Goal

15.0.1 Promote a community design that encourages a variety of commercial, retail, office and light industrial development opportunities.

Policies

15.0.1 Locate pedestrian friendly commercial retail uses in the Town Center and within the mixed-use areas of the project.

15.0.2 Plan for a variety of commercial, retail and office opportunities within the community.

15.0.3 Encourage business and office uses along with residential uses in the Town Center area.

15.0.4 Encourage mixed use commercial, office, and residential uses in and around the Town Center.

16.0 Air Quality

Goal

16.0.1 Protect air quality within the Mayfield Springs Planned Community and adjacent areas to the greatest extent possible.

Policies

16.0.1 Strive to protect air quality within the community and adjacent areas.

16.0.2 Promote alternative forms of transportation to help reduce potential air quality impacts and strive to establish standards and measures to reduce impacts.

17.0 Water Quality

Goal

17.0.1 Protect water quality within the community and adjacent areas to the greatest extent possible.

Policies

17.0.1 Establish standards and measures to confirm there is no negative impact on water quality or water resources by standards that may include, but are not limited to, beneficial reuse of treated wastewater effluent for irrigation.

18.0 Irrigation Systems

Goal

18.0.1 Establish a Mayfield Springs Planned Community irrigation system that efficiently uses irrigation resources in a sensitive manner to irrigate open space, developed parks, and other areas as appropriate.

Policies

18.0.1 Require automated irrigation systems on commercial sites to reduce water consumption.

18.0.2 Require automated irrigation systems on all residential lots to reduce water consumption.

18.0.3 Encourage innovative landscape irrigation designs that promote water conservation.

18.0.4 Encourage the use of natural landscaping and innovative landscape irrigation designs to promote water conservation and impose design guidelines that limit water-consumptive landscaping, including turf.

18.0.5 Investigate and, as approved by regulatory agencies having jurisdiction, including, without limitation, the Idaho Department of Environmental Quality and the Idaho Department of Water Resources, supply and use treated wastewater in appropriate areas of the Community.

19.0 Public Safety Facilities

Goal

15.0.1 Ensure that public safety facilities are provided within the Mayfield Springs Planned Community and that such services are provided in a manner that is not only adequate to ensure the safety of its citizens but are provided in a cost-effective manner that does not increase costs for Elmore County.

Policies

15.0.1 Establish a new fire district (separate from Oasis Fire District) to be known as the Mayfield Springs Fire Protection District, which will be supported by property taxes and a $1,000 per unit fee to be charged at each building permit.

15.0.2 Ensure construction of an emergency services building within the community center of the project, with such building: (i) including initially 5,000 sq. ft. (prior to the first certificate of occupancy), expandable to 7,500 sq. ft. in space (by the 750th single-family residential lot), and (ii) providing space for the Mayfield Springs Fire Protection District, Elmore County Sheriff, and Elmore County Ambulance Service.

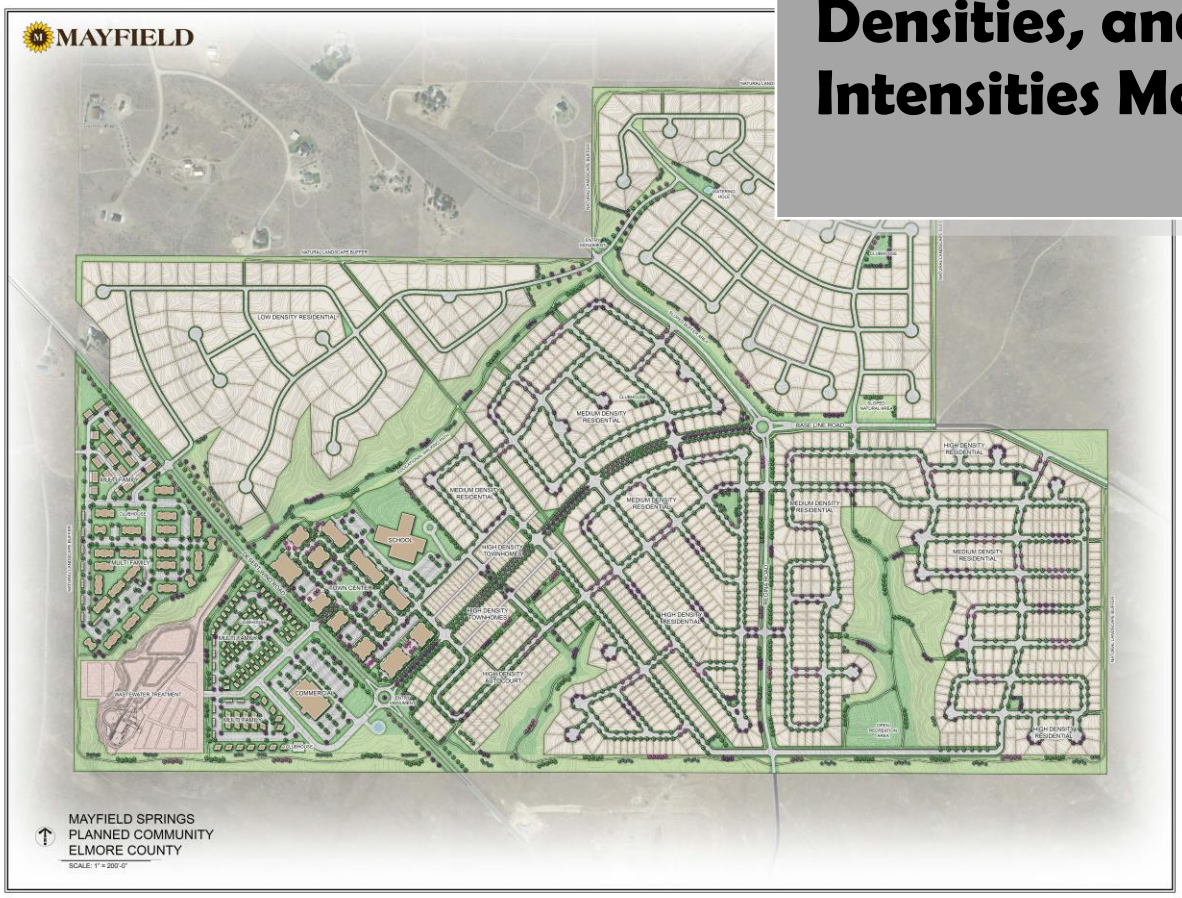
15.0.3 Support provision of sheriff services by providing a $1,000 per unit fee to be charged at the time of building permit, remitted directly to the Elmore County Sheriff Department.

15.0.4 Support provision of emergency ambulance services by providing a $500 per unit fee to be charged at the time of building permit, remitted directly to the Elmore County Ambulance Service.

Mayfield Springs Planned Community
Comprehensive Plan
Elmore County

Element B-3

Conceptual Land Use Map, Conceptual Densities, and Intensities Map



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ELEMENT B-3 (CONCEPTUAL LAND USE MAP)

CONCEPTUAL LAND USE MAP

This Conceptual Land Use Map included below guides development by identifying the permitted location of land uses in accordance with the following land use districts:

Residential Districts

Residential districts provide a variety of residential typologies including but not limited to single-family detached dwellings, zero lot line developments of single-family detached, single-family attached dwellings, duplexes and multiple-family developments that may include, but not limited to, triplexes, townhouses, and condominiums.

Residential districts include the following:

Low Residential District (R-LD): This is a "Low" density residential district with densities ranging from one (1) to four (4) dwelling units per acre (DU/A). This residential district may include single-family detached dwellings.

Medium Residential District (R-MD): This is a "Medium" density residential district with densities ranging from four (4) to eight (8) dwelling units per acre (DU/A). This residential district may include single-family detached dwellings, single family attached dwellings, townhouses, duplexes, and multiple family dwelling units as herein defined including, but not limited to, townhouses and condominiums.

High Residential District (R-HD): This is a "High" density residential district with densities ranging from eight (8) to fifteen (15) dwelling units per acre (DU/A). This district may include single-family detached dwellings, single family attached dwellings, townhouses, duplexes, and multiple family dwelling units as herein defined including, but not limited to, apartments, townhouses and condominiums.

Multi-Family Residential District (R-MF): This is a "Multi-Family" high density residential district with densities ranging up to twenty-five (25) dwelling units per acre (DU/A). This district may include townhouses and multiple family dwelling units as herein defined including but not limited to townhouses, condominiums, and apartment buildings.

Mixed-Use District

Mixed-Use District (MU): This district allows residential, office, institutional, civic, some light industrial and commercial uses. This district provides opportunities for a mixed-use development along existing highways and major arterials within the community. This district provides creativity and flexibility in the planning and design of uses and buildings. It also encourages both vertical and horizontal mixing of uses.

Mixed-Use Town Center District

Mixed-Use Town Center District (MU-TC): This district is approximately 20 acres in size or 2.5% of the total project and allows residential, office, institutional, civic, and neighborhood commercial uses. This district provides opportunities for mixed-use development within the town center and allows for creativity and the creation of a mix of residential, office, institutional, civic, and neighborhood commercial uses, including housing options, merchandise and services that would be required of persons living within the community. This district also provides opportunities and flexibility in the planning and design of buildings as it encourages both vertical and horizontal mixing of uses. This district may include single-family attached dwellings such as, but not limited to, townhouses and condominiums and loft units.

Institutional District

Institutional District (IST): This district will allow general institutional uses, primarily schools but will also include public service facilities, including, but not limited to, emergency services buildings, and community infrastructure such as water and wastewater treatment facilities.

Open Space – Natural District

Open Space – Natural District (OS-N): This district provides areas within the community designated as natural open space. These areas are intended to provide a variety of recreational opportunities as well as providing for wildlife habitat. Open space area uses include, but are not limited to, active and passive uses. Certain public infrastructure equipment and facilities, including water and wastewater facilities as well as community recreational amenities are also permitted in this district.

Open Space – Developed District

Open Space - Developed District (OS-D): This district will provide active and passive recreational uses and developed parks within the community. Open space uses include, but are not limited to, active uses, public infrastructure equipment and facilities, water storage facilities, and water amenities.

ELEMENT B-3 (CONCEPTUAL LAND USE MAP)

MAYFIELD SPRINGS CONCEPTUAL LAND USE, DENSITY & INTENSITY MAP

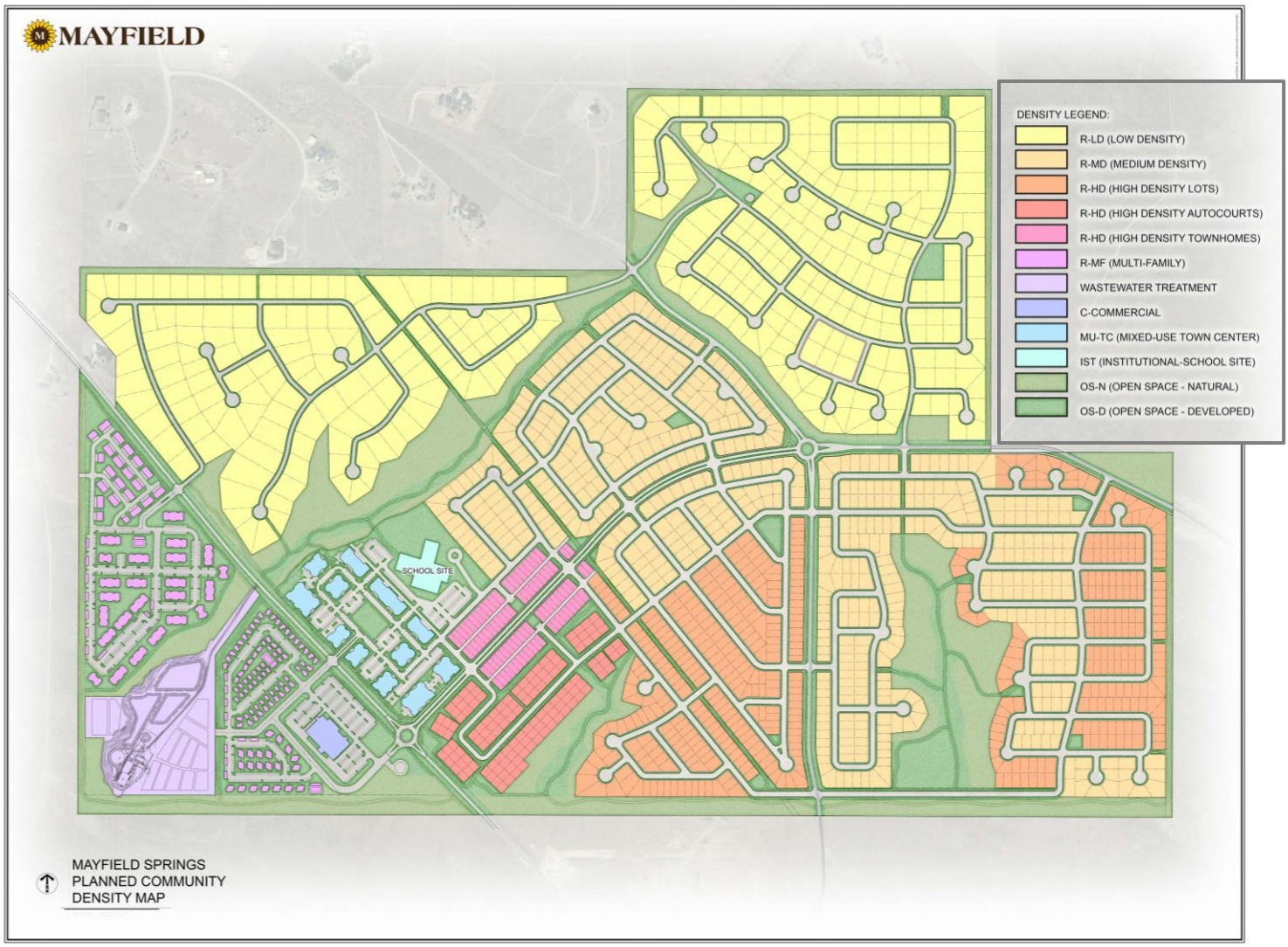

Image B-3-1

ELEMENT B-3 (CONCEPTUAL LAND USE MAP)

LAND USE BY DISTRICT AND CATEGORY TABLE			
LAND USE DISTRICT	**TOTAL ACRES**	**PERCENT OF TOTAL**	**DENSITY RANGE (DU/ACRE)**
Residential			
Low (R-LD)	177.11	23%	1-4
Medium (R-MD)	103.00	13.56%	4-8
High (R-HD)	84.55	11.13%	8-15
Multi-Family (R-MF)	45.43	5.98%	Up to 25
Mixed Use			
Mixed-Use Town Center (MU-TC)	20.00	2.63%	
Mixed-Use (MU)	13.69	1.80%	Up to 25
Institutional			
Institutional (IST)	30.08	3.96%	N/A
Open Space			
Open Space - Natural (OS-N)	96.38	12.69%	N/A
Open Space - Developed (OS-D)	87.00	11.45%	N/A
Right-of-Way	102.3	13.47%	N/A
Total Project Acre	759.54	100**%**	

Table B-3-1T

ELEMENT B-3 (CONCEPTUAL LAND USE MAP)

MAYFIELD SPRINGS NEIGHBORHOODS

To help define the planned community further, it has been divided into five (5) distinct neighborhoods.

1. Desert View Neighborhood
2. Indian Creek Neighborhood
3. Village Commons Neighborhood
4. Wilderness Neighborhood
5. Prairie Neighborhood

The following Mayfield Springs Neighborhood Map identifies the boundary and specific location of each neighborhood proposed within the Community.

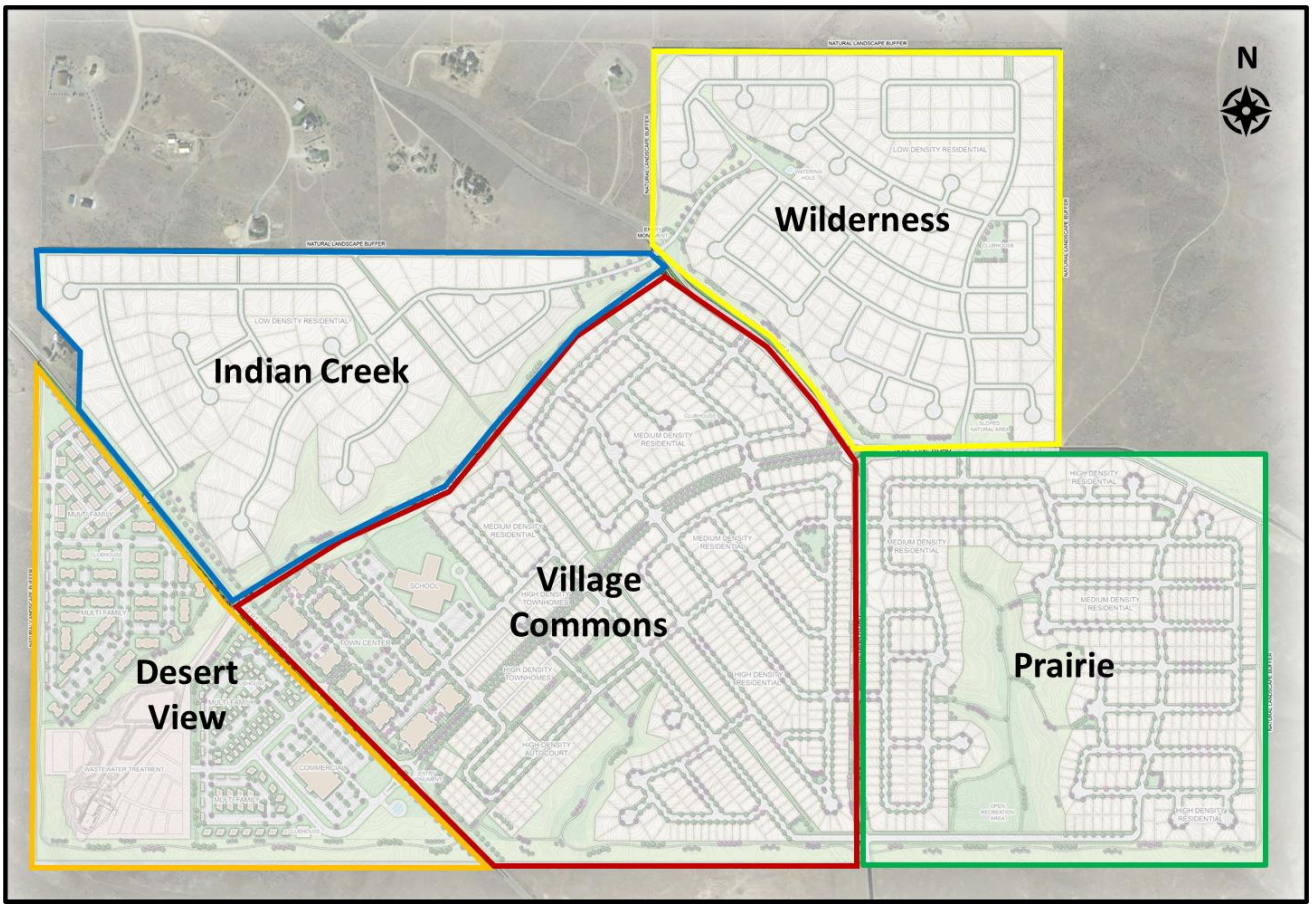

Image B-3-2

INTENSITY AND DENSITY LAND USE MATRIX DEFINED

The Conceptual Intensities and Density Map (the "Density Map") demonstrates how the community will develop over time, based on current market conditions, marketing analysis, and current development trends. The Intensity and Density by Neighborhood and Land Use District Matrix (the "Matrix") below provides residential development flexibility for the community over the course of development.

The Matrix identifies the percentage of the proposed land use intensity by neighborhood and residential land use district. The 'Min and Max' portion of the Matrix allows the community to be responsive to market conditions. Note that the acreage shown on the Land Use Districts by Neighborhood and Acres Table includes rights-of-way. It is understood that an overall residential unit count of 2325 dwelling units is anticipated at buildout. The percentage ranges listed below provide for flexibility within each neighborhood to allow for development to respond to market demands; however, **these ranges do not permit an overall increase in number of units across the entire project**. Should an overall increase of units in the Mayfield Springs Planned Community be desired, an amendment application to increase the overall number of dwelling units would required.

INTENSITY AND DENSITY LAND USE MATRIX
BY
NEIGHBORHOOD AND RESIDENTIAL DISTRICT

District	Desert View Neighborhood		Indian Creek Neighborhood		Village Commons Neighborhood		Wilderness Neighborhood		Prairie Neighborhood	
	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Low (R-LD)	0%	0%	70%	100%	0%	0%	50%	100%	0%	50%
Medium (R-MD)	0%	0%	0%	30%	10%	50%	0%	50%	25%	75%
High (R-HD)	10%	50%	0%	0%	20%	80%	0%	0%	25%	75%
Multi-Family (R-MF)	40%	90%	0%	0%	0%	50%	0%	0%	0%	0%
Mixed Use (MU)	20%	80%	0%	0%	N/A	N/A	0%	0%	0%	0%
Town Center (MU-TC)	N/A	N/A	N/A	N/A	15%	30%	N/A	N/A	N/A	N/A

Table B-3-2T

ELEMENT B-3 (CONCEPTUAL LAND USE MAP)

MAYFIELD SPRINGS TOWN CENTER

Mayfield Springs Planned Community includes a town center that will provide a variety of commercial, institutional, civic and residential uses that will serve the residents in a community that is walkable and compact. The below depiction shows the proposed layout of the town center areas.

Image B-3-3

MAYFIELD SPRINGS CIRCULATION SYSTEM

The proposed circulation system is described in detail in Element B-4 (Transportation and Mobility Plan). A depiction of the Mayfield Springs Planned Community proposed circulation plan is shown below:

ROADWAY LEGEND		
	AL	Alley
	R-LD	Low Density Residential Local Street
	R-MD R-HD	Medium & High Density Residential Local Street
	R-AC	Auto Court Roadway
	TC	Town Center Roadway
	MSB	Mayfield Springs Boulevard
	CR-1	Regina Road & Baseline Road *County Road
	CR-2	Desert Wind Road *County Road

Table B-3-3T

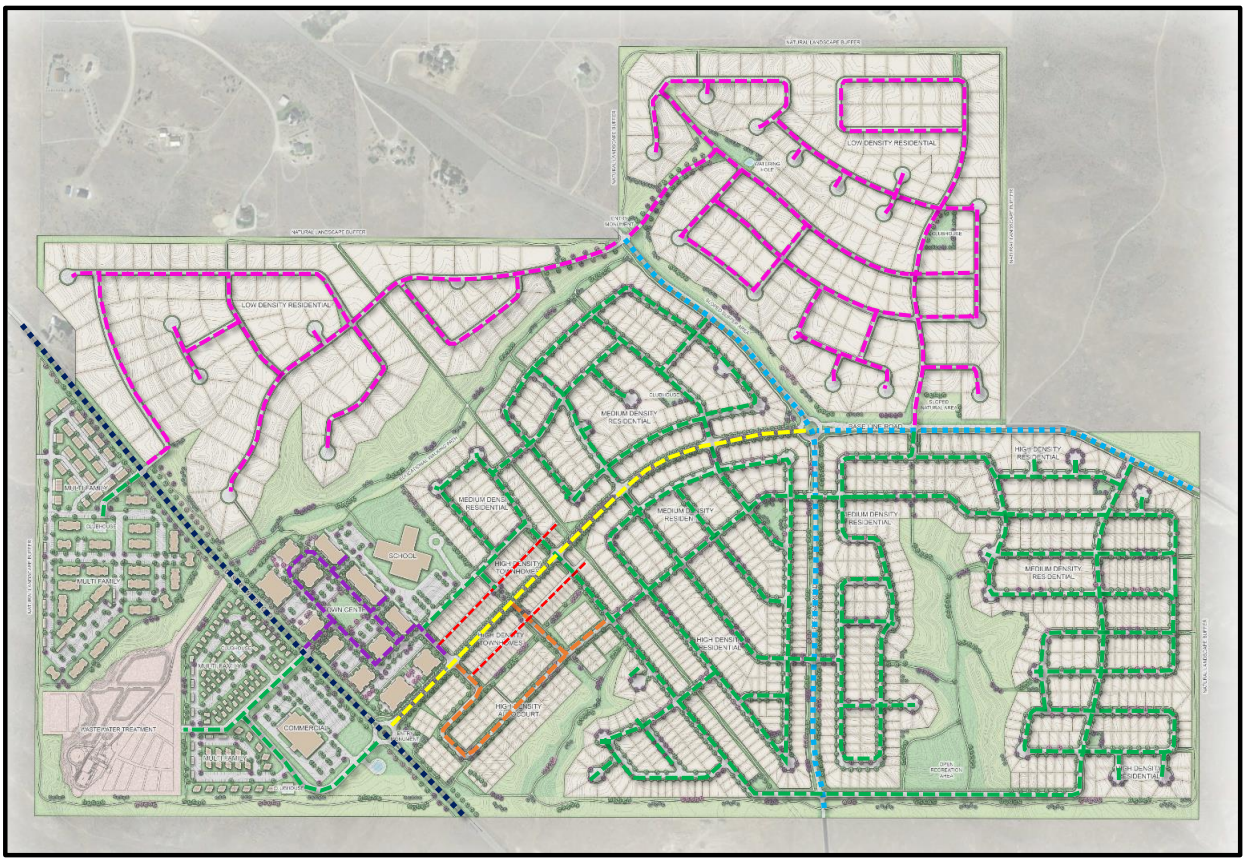

Image B-3-4

MAYFIELD SPRINGS TRAILS, PATHS, PARKS, AND NATURAL OPEN SPACE

The trails and paths within the Mayfield Springs Planned Community are described in detail in Element B-4 (Transportation and Mobility Plan). Parks and open space are described in detail in Element F-6 (Open Space, Parks, and Trails Plan). A depiction of the Mayfield Springs Planned Community's trail and pathway plan as well as parks and open space is below:

TABLE OF OPEN SPACE, TRAILS AND PATHWAYS		
	OS-N	Natural Open Space
	OS-D	Developed Open Space
	TR-1	Pedestrian
	TR-2	Pedestrian/Bicycle
	TR-3	Multi-Use
	TR-4	Multi-Active Natural

Table B-3-4T

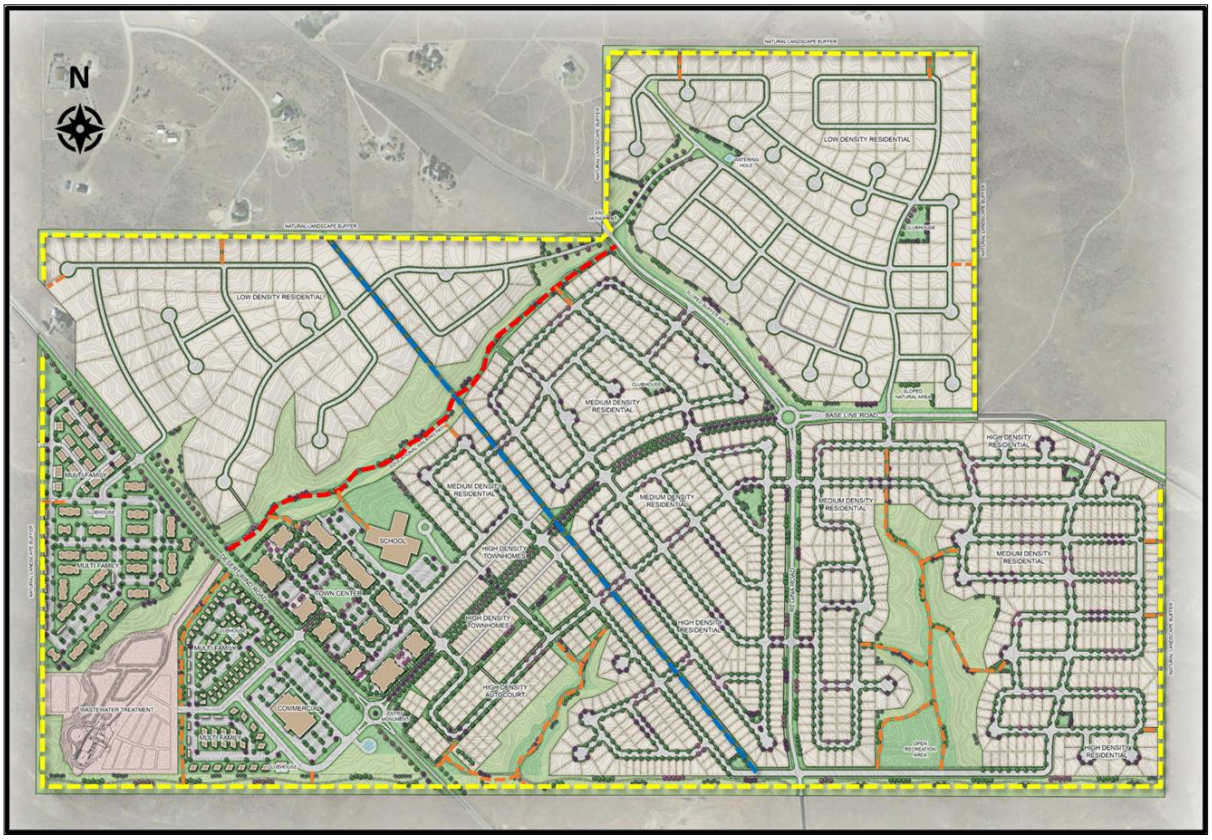

Image B-3-5

TRANSPORTATION MOBILITY PLAN

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Appendix A – Traffic Impact Study prepared by CR Engineering Inc. (and response to Agency Comments)

INTERNAL AND EXTERNAL COMMUNITY CONNECTIVITY

The Mayfield Springs Planned Community will provide a range of street designs developed to enhance internal and external community connectivity. Each design varies in function, character and level of service. The proposed arterial and collector street systems designed for the community will facilitate good site accessibility while providing for the safe movement of vehicles and pedestrians within the project.

The community will have excellent connectivity and access to Interstate 84 and Desert Wind Road. Access to Interstate 84 is conveniently provided via Desert Wind Road at either the Simco Road or Mayfield exits, both providing easy access to Interstate 84 and numerous commercial centers and employment centers.

GENERAL VICINITY AND TRANSPORTATION MAP

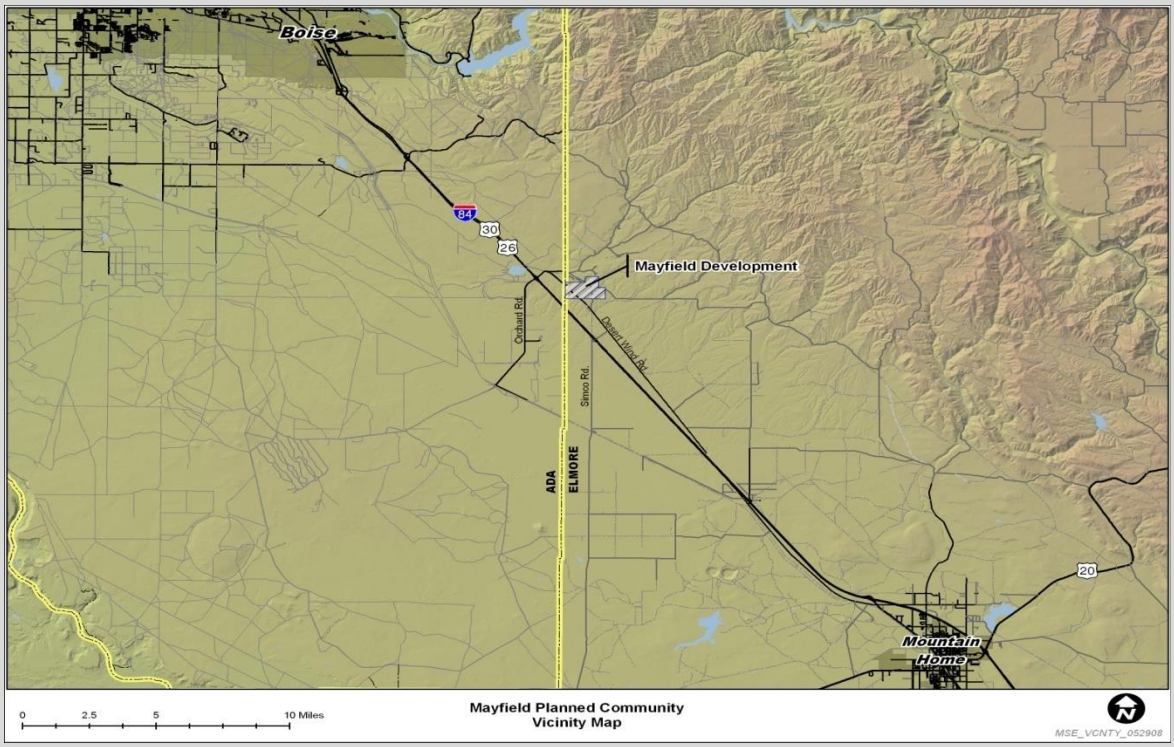


Image B-4-1

ILLUSTRATIONS DEPICTING CROSS SECTIONS OF PROPOSED STREET SYSTEMS

Mayfield Springs is proposing eight principal street types, including the alley, street, trail, and pathway sections shown in this document.

Per discussions with Mountain Home Highway District (MHHD), Mayfield Springs Planned Community will not form its own highway district; instead, Mayfield Springs Planned Community will remain part of MHHD, allowing MHHD to continue to own and operate the main roads within the area, including Desert Wind, Regina, and Base Line Roads. Roads internal to the development will be private, constructed at the developer's expense and maintained with adequate reserves by the homeowner's association. Roads remaining within MHHD jurisdiction will be upgraded either directly or through contribution of the developer's proportionate share of such costs.

The following summarizes the street types proposed and their intended use.

Alleys

Alleys provide viable options for cluster housing, alley loaded homes, and mixed-use development. Alleys will encourage walkability and provided parking opportunities tucked behind development. Alleys will be used to promote walkability in the village, multi-family and mixed-use overlay areas. Alleys also provide travel ways to parking areas. They are generally narrow roadways 12 to 26 feet in width without other amenities. The Mayfield Springs Planned Community is proposing one alley typology as shown in this document.

Note: Alleys could be reduced to 10 feet provided the alleyway be designated for one-way traffic.

Local Streets

Local streets generally provide access to the individual parcels. Most of the streets proposed within the community will be local residential streets, with widths ranging from 44-62 feet with amenities such as sidewalks, swales and landscape buffer. Generally, local streets allow on-street parking. Bicyclists can also share the travel lanes of local streets because traffic volumes and speeds are low. The Mayfield Springs Planned Community is proposing four different local street typologies as shown in this document.

Collectors

Collectors are roadways that connect local streets to the internal and external regional arterial street systems. They sometimes may also serve as access roads to individual parcels. These roadways are planned as a two-lane facility with added turn lanes at key intersections. Bike lanes and sidewalks are normally included in collector street designs with widths ranging for 70 to 80 feet in with amenities such as detached sidewalks with landscaping. Parking is generally prohibited on collector roads. The Mayfield Springs Planned Community is proposing one collector roadway typology as shown in this document.

Arterial

Arterials are roadways of regional significance that carry through traffic and do not normally serve as access roads to individual parcels. This roadway type is planned as a four-lane facility with added turn lanes at key facilities. Sidewalks are typically set back from the right-of-way. Wider travel lanes are sometimes used instead of separate bicycle lanes. Parking is generally prohibited on arterial roads. The Mayfield Springs Planned Community is proposing two arterial roadway typologies as shown in this document.

KEY MAP OF PROPOSED STREETS

ROADWAY LEGEND		
	AL	Alley
	R-LD	Low Density Residential Local Street
	R-MD R-HD	Medium & High Density Residential Local Street
	R-AC	Auto Court Roadway
	TC	Town Center Roadway
	MSB	Mayfield Springs Boulevard
	CR-1	Regina Road & Baseline Road *County Road
	CR-2	Desert Wind Road *County Road

Table B-4-1T

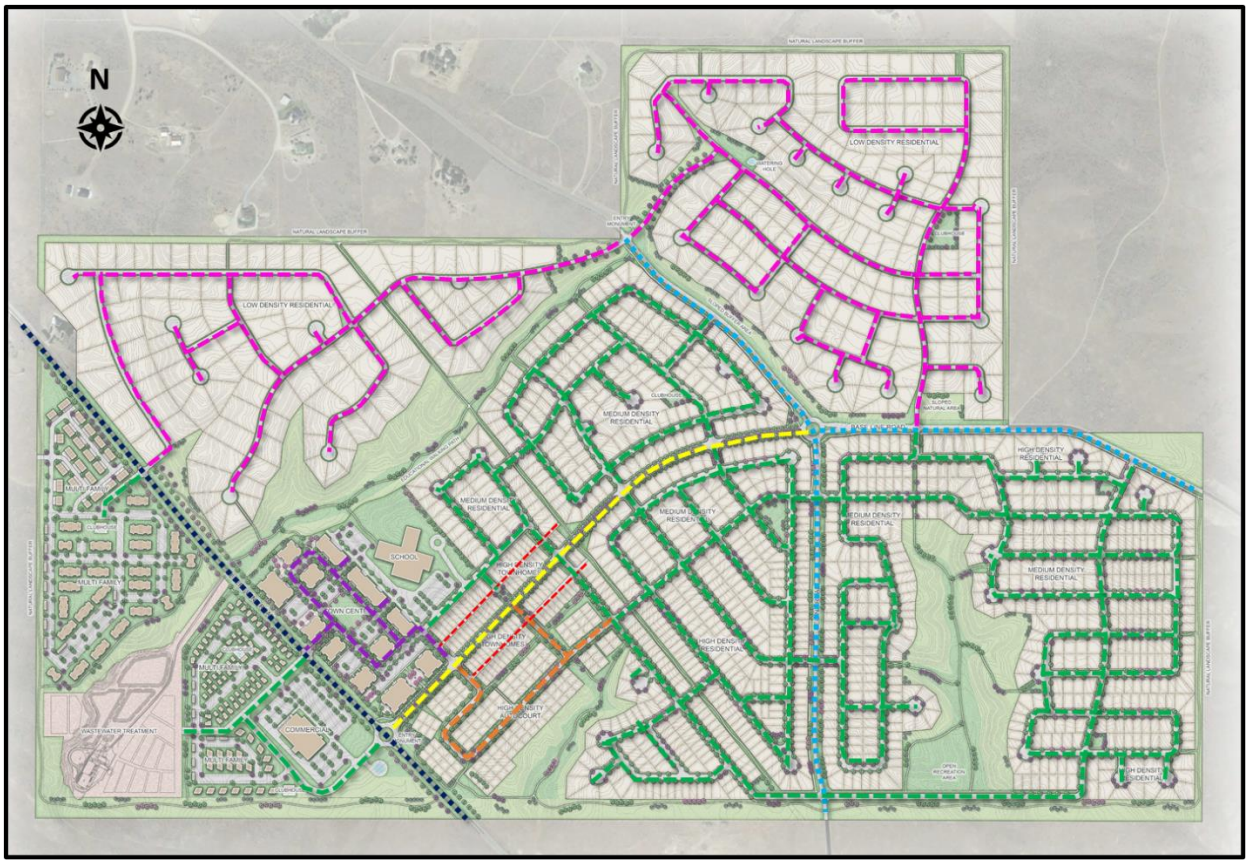


Image B-4-2

TABLE OF STREET SECTIONS

STREET/ROADWAY SECTION TYPE	STREET CODE	TOTAL RIGHT OF WAY WIDTH	TOTAL WIDTH OF ALL TRAVEL LANES	SIDEWALK	CURB AND GUTTER
Alley	AL	24 Ft.	*8 Ft. Min.	No	2’ Ribbon
Low Density Residential Local Street	R-LD	44 Ft.	24 Ft.	No	2’ Ribbon
Medium & High Density Residential Local Street	R-MD R-HD	66 Ft.	36 Ft.	Yes, 5’ both sides, detached	2’ Rolled
Auto Court Local Street	R-AC	60 Ft.	30 Ft.	Yes, 5’ both sides, detached	2’ Vertical
Town Center Local Street	TC	62 Ft.	36 Ft.	Yes, 5’ both sides, detached	2’ Vertical
Mayfield Springs Boulevard (Collector)	MSB	78 Ft.	48 Ft. w/ 12 Ft. Median	Yes, 5’ both sides, detached	2’ Vertical
Regina Road & Baseline Road (Arterial) *County Road	CR-1	56 Ft.	26 Ft.	Yes, 8’ one side, detached meandering	No
Desert Wind Road (Arterial) *County Road	CR-2	76	30 Ft. Each Side Including Bike Lane	Yes, both side	Yes
Offsite Entry Roundabout/Rotary	RND-1	Various	Various	Yes	Yes
Desert Wind Road & Mayfield Springs Blvd Roundabout/Rotary	RND-2	Various	Various	Yes	Yes
Regina/Baseline Road & Mayfield Springs Blvd Roundabout/Rotary	RND-3	Various	Various	Yes	Yes

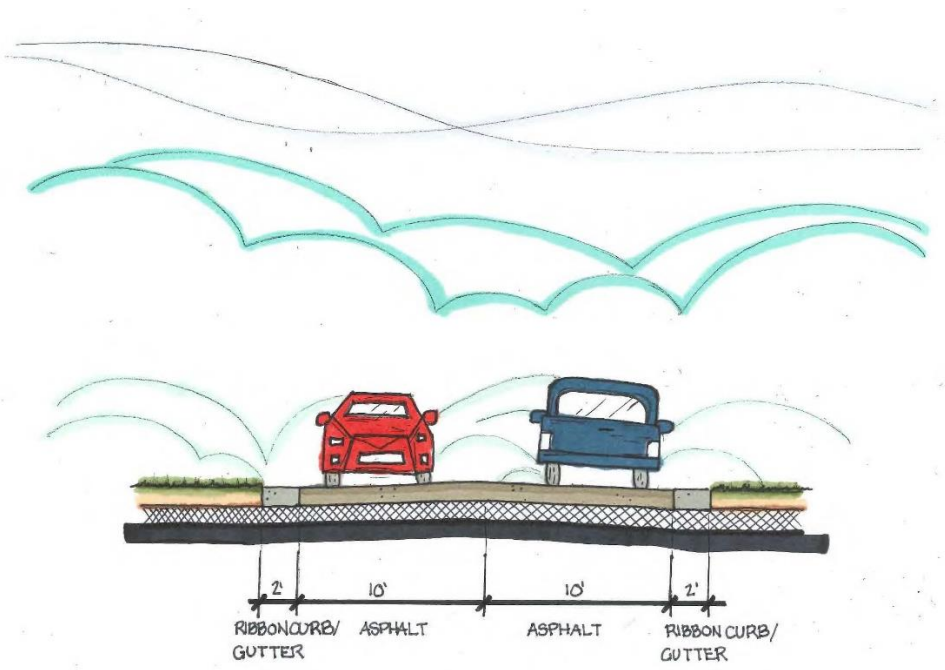
Table B-4-2T

ALLEY (AL) TYPOLOGY	
ROW	24 Ft.*
Travel Lane	20 Ft. Edge of Pavement
Curb & Gutter	2 Ft. Ribbon Curb
Sidewalk	No

Table B-4-3T

***Note: Travel lane can be reduced to 8' minimum if alleyway is designated as one-way traffic**

ALLEY (AL)



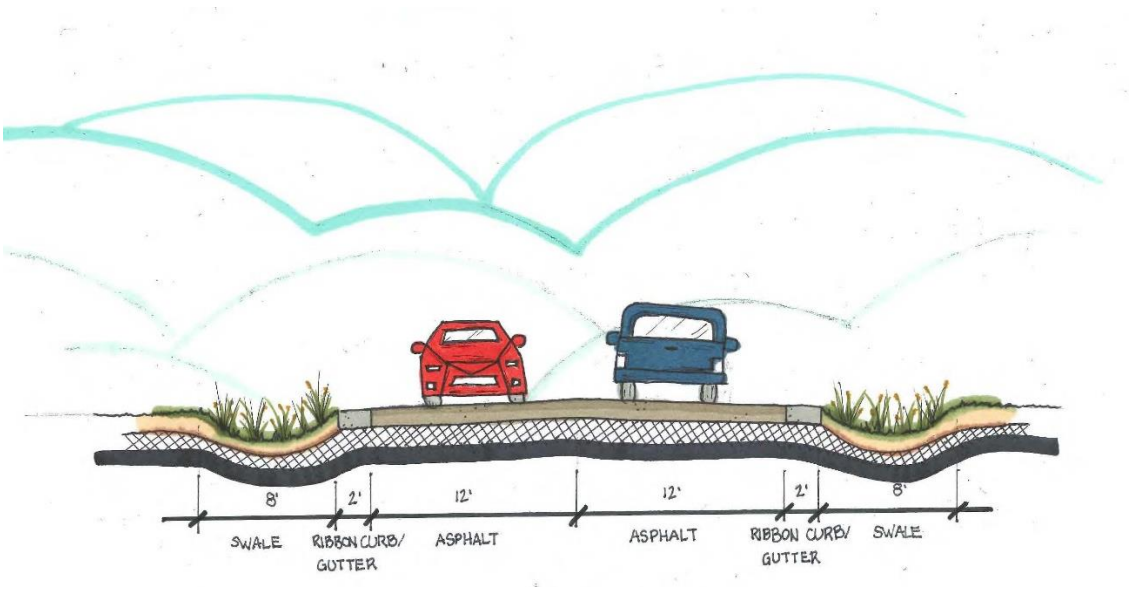
This 24-foot wide travel lane alley section would generally be used with alley-loaded, attached housing and townhome development. Pedestrian access and circulation would occur within a common area adjacent to the front of the units. Note: Alley could be reduced to 8 feet provided the alleyway is designated for one-way traffic.

Image B-4-3

LOW DENSITY RESIDENTIAL LOCAL STREET (R-LD) TYPOLOGY	
ROW	44 Ft.
Travel Lane	24 Ft. Edge of Pavement to EOP
Curb & Gutter	2 Ft. Ribbon Curb
Sidewalk	No

Table B-4-4T

LOW DENSITY RESIDENTIAL LOCAL STREET (R-LD)



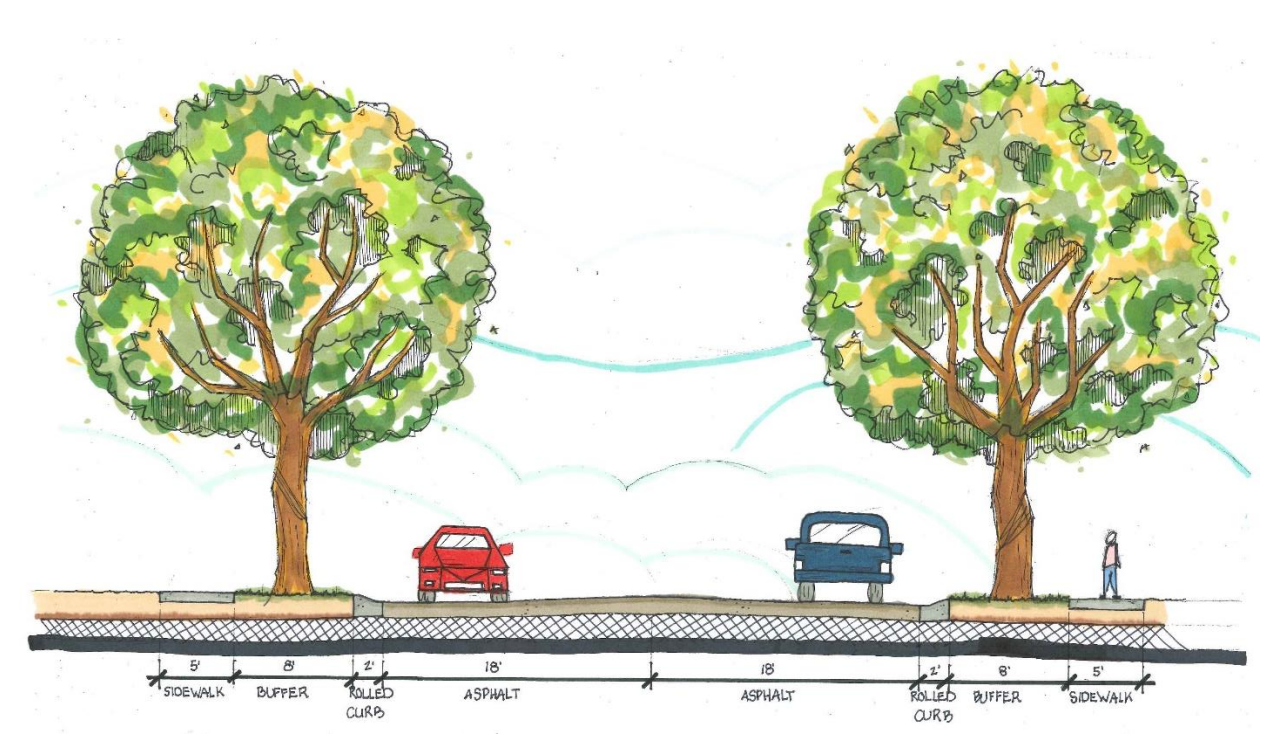
This 24-foot wide travel lane local street section would generally be used with large lot single family residential development. Direct access will be permitted from this street type. Ribbon curb will used to maintain the integrity of the edge of pavement and 8' swales will be installed as a drainage swale and landscape buffer.

Image B-4-4

MEDIUM & HIGH DENSITY RESIDENTIAL LOCAL STREET (R-MD & R-HD) TYPOLOGY	
ROW	66 Ft.
Travel Lane	36 Ft. Edge of Pavement to EOP
Curb & Gutter	2 Ft. Rolled Curb or Ribbon Curb
Sidewalk	Yes, 5’ both sides, detached

Table B-4-5T

MEDIUM & HIGH DENSITY RESIDENTIAL LOCAL STREET (R-MD & R-HD)



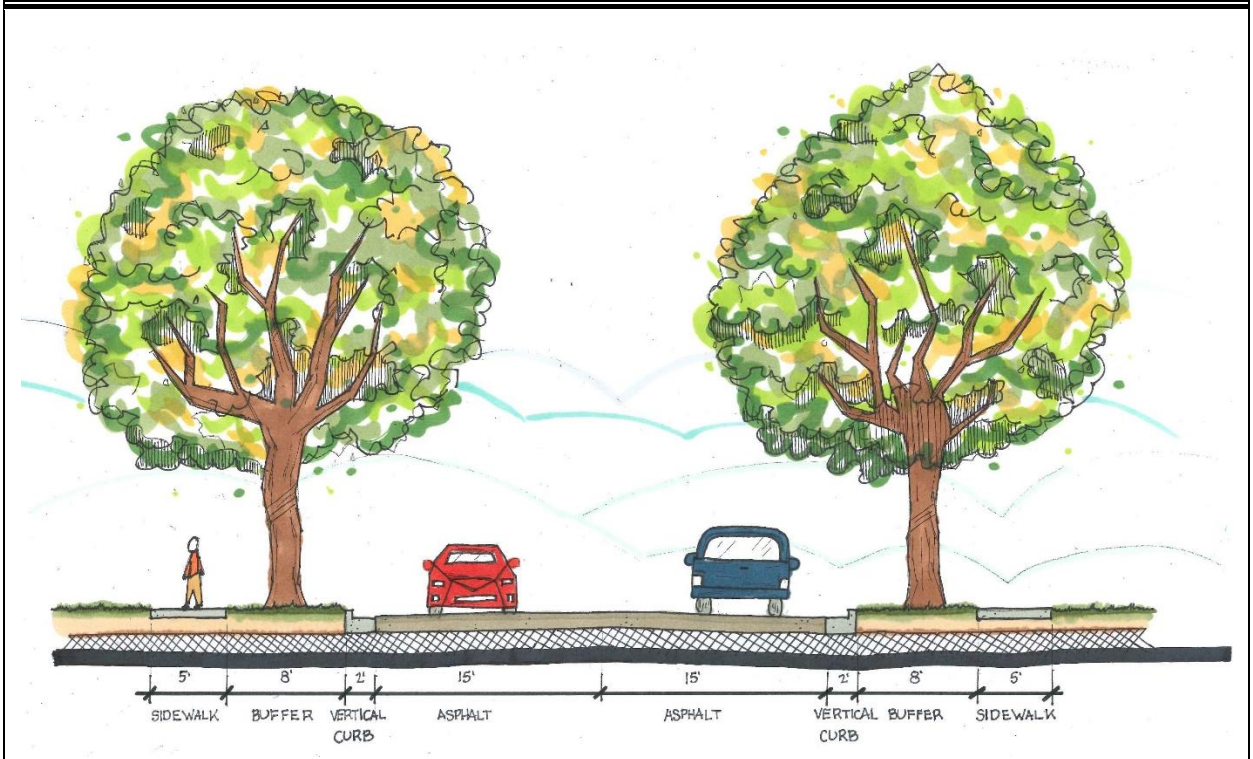
This 36-foot wide travel lane of this local street will be used throughout the community. Generally, direct access will be permitted from this street type and the sidewalk is detached. Rolled gutter will be used in this street design. Note: A 2-foot wide ribbon curb with drainage swale is permitted as a design alternative.

Image B-4-5

AUTO COURT LOCAL STREET (R-AC) TYPOLOGY	
ROW	60 Ft.
Travel Lane	30 Ft. Edge of Pavement to EOP
Curb & Gutter	2 Ft. Vertical Curb
Sidewalk	Yes, 5’ both sides, detached

Table B-4-6T

AUTO COURT LOCAL STREET (R-AC)



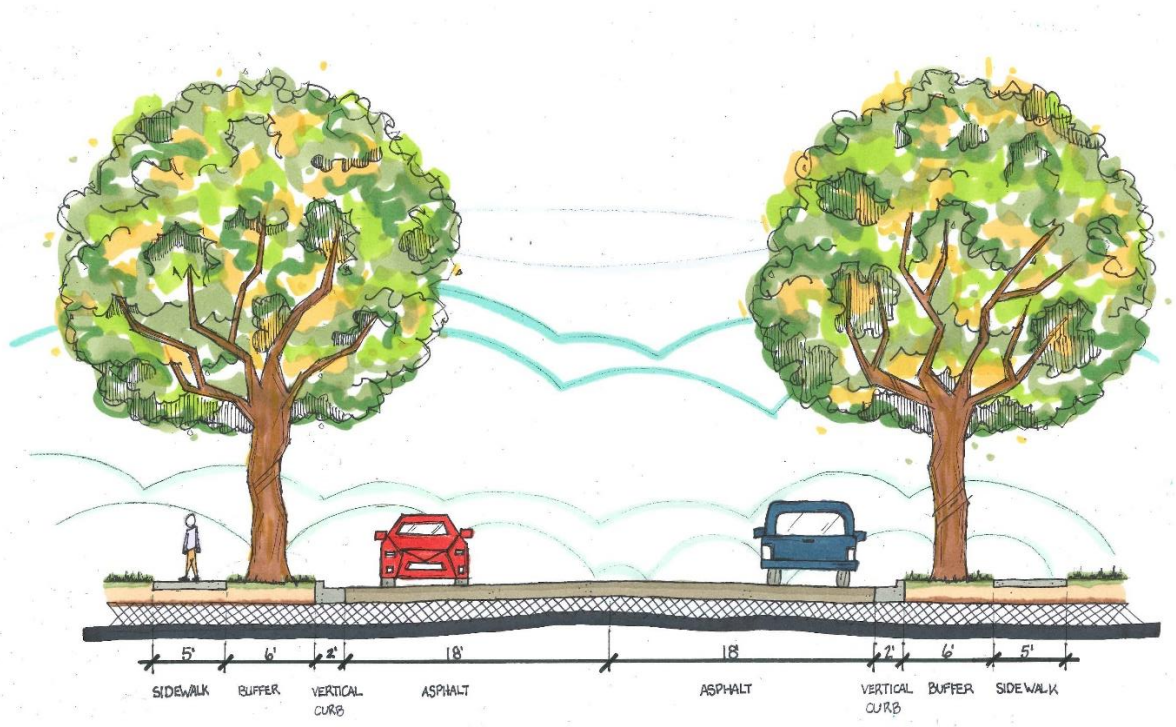
The 30-foot wide travel lane of this local street section would generally be used with clustered homes. This section has detached sidewalks on both sides and vertical curb.

Image B-4-6

TOWN CENTER LOCAL STREET (TC) TYPOLOGY	
ROW	62 Ft.
Travel Lane	36 Ft. Edge of Pavement to EOP
Curb & Gutter	2 Ft. Vertical Curb
Sidewalk	Yes, 5’ both sides, detached

Table B-4-7T

TOWN CENTER LOCAL STREET (TC)



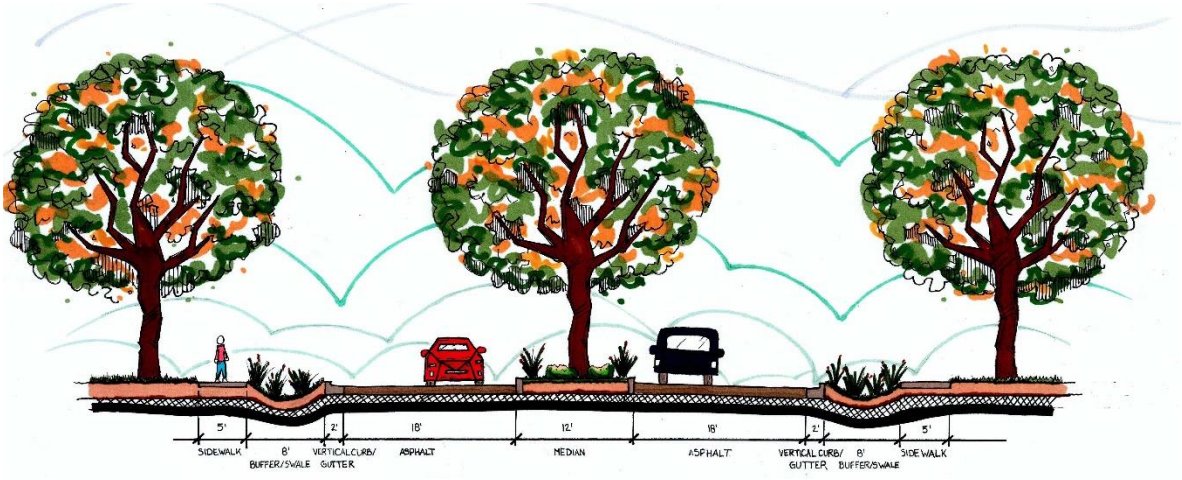
The 36-foot wide travel lane of this local street section, with sidewalks would be used throughout the town center area of the community. Parking would be allowed on both sides of the street. Vertical curb will be used in this street design.

Image B-4-7

MAYFEILD SPRINGS BOULEVARD COLLECTOR ROADWAY (MSB) TYPOLOGY	
ROW	78 Ft.
Travel Lane	48 Ft. EOP to EOP w/ 12 Ft. Median
Curb & Gutter	2 Ft. Vertical Curb
Sidewalk	Yes, 5’ both sides, detached

Table B-4-8T

MAYFEILD SPRINGS BOULEVARD
COLLECTOR ROADWAY (MSB)



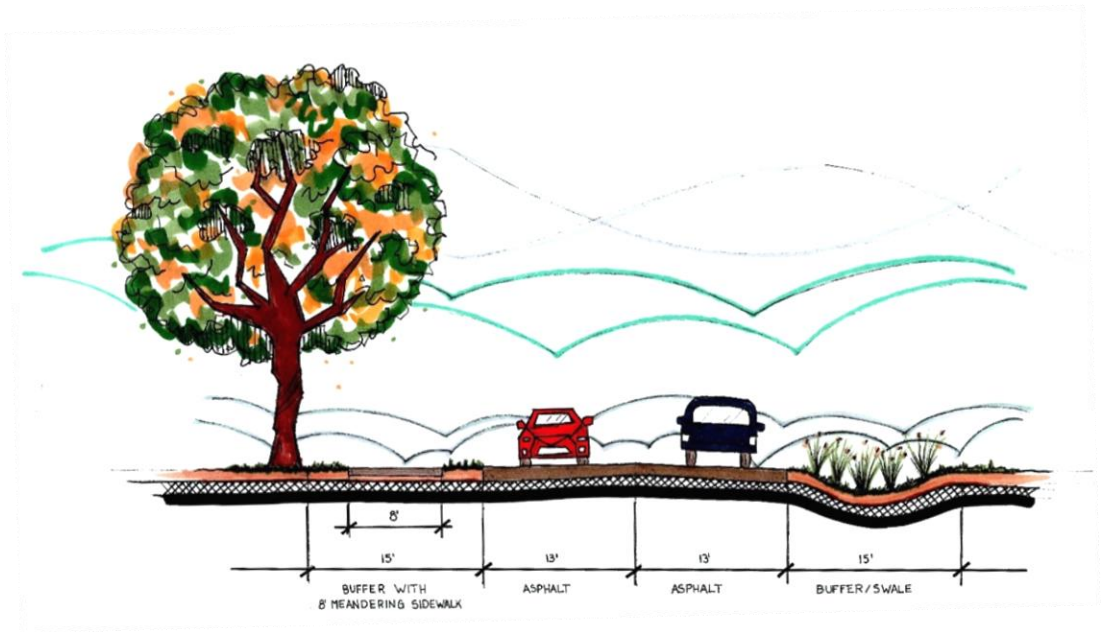
The 78-foot wide collector roadway will be widely used within the Community as a gateway to various areas of the Village Commons neighborhood. Individual homes that front directly onto this roadway will be alley loaded and no parking will be allowed. This street section contains detached sidewalks and a 12-foot landscape median.

Image B-4-8

REGINA & BASELINE ROAD ARTERIAL ROADWAY (CR-1) TYPOLOGY	
ROW	56 Ft.
Travel Lane	26 Ft. Edge of Pavement to EOP
Curb & Gutter	No
Sidewalk	Yes, 8’ one side, detached meandering

Table B-4-9T

REGINA & BASELINE ROAD
ARTERIAL ROADWAY (CR-1)



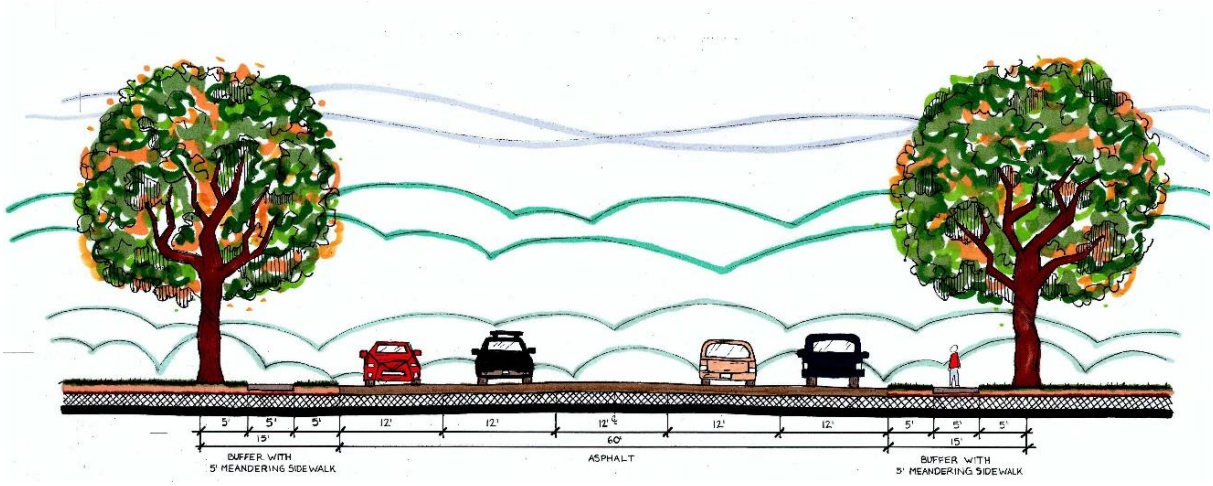
This 26-foot wide travel lane on this existing county road will serve as a collector roadway through the community. It has a detached meandering sidewalk to allow for multi-purpose pedestrian access and safety. Generally, no direct access would be permitted with this typology.

Image B-4-9

DESERT WIND ROAD ARTERIAL ROADWAY (CR-2) TYPOLOGY	
ROW	90 Ft.
Travel Lane	60 Ft. Edge of Pavement to EOP
Curb & Gutter	No
Sidewalk	Yes, 5’ both sides, detached meandering

Table B-4-10T

DESERT WIND ROAD
ARTERIAL ROADWAY (CR-2)



This 60-foot wide travel lane on this existing county roadway depicts the ultimate build out collector roadway which may include center turn lanes or stacking lanes as appropriate. Generally, direct access would be limited. This road section contains an 5-foot wide detached sidewalk on both sides.

Image B-4-10

OFFSITE ENTRY ROUNDABOUT/ROTARY (RND-1) TYPOLOGY	
ROW	Varies By Size
Travel Lane	Varies By Size
Curb & Gutter	Yes
Sidewalk	Yes

Table B-4-11T

OFFSITE ENTRY
ROUNDABOUT/ROTARY RND-1

The dimensions of this roundabout/rotary will vary by location and will be sized according to estimated traffic volumes. Each roundabout will have unique design features depending on location. Landscape materials will be consistent throughout the project to provide a cohesive theme.

Image B-4-11

DESERT WIND ROAD & MAYFIELD SPRINGS BLVD ROUNDABOUT/ROTARY (RND-2) TYPOLOGY	
ROW	Varies By Size
Travel Lane	Varies By Size
Curb & Gutter	Yes
Sidewalk	Yes

Table B-4-12T

DESERT WIND ROAD & MAYFIELD SPRINGS BLVD ROUNDABOUT/ROTARY RND-2

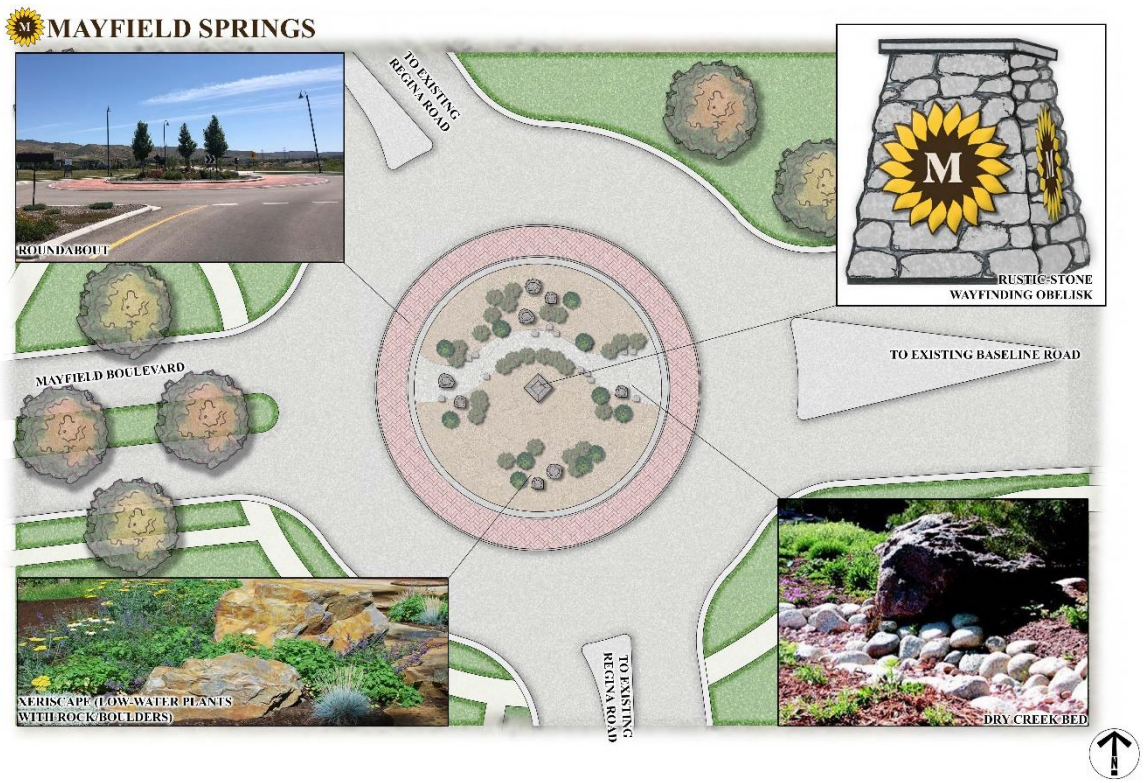
The dimensions of this roundabout/rotary will vary by location and will be sized according to estimated traffic volumes. Each roundabout will have unique design features depending on location. Landscape materials will be consistent throughout the project to provide a cohesive theme.

Image B-4-12

REGINA/BASELINE ROAD & MAYFIELD SPRINGS BLVD ROUNDABOUT/ROTARY (RND-3) TYPOLOGY	
ROW	Varies By Size
Travel Lane	Varies By Size
Curb & Gutter	Yes
Sidewalk	Yes

Table B-4-13T

REGINA/BASELINE ROAD & MAYFIELD SPRINGS BLVD
AROUNDABOUT/ROTARY RND-3



The dimensions of this roundabout/rotary will vary by location and will be sized according to estimated traffic volumes. Each roundabout will have unique design features depending on location. Landscape materials will be consistent throughout the project to provide a cohesive theme.

Image B-4-13

TRAILS AND PATHWAY SYSTEMS

The trails and paths shown on the Key Map of Proposed Trails and Paths are not inclusive of all trails and paths provided within the community. When each neighborhood is developed additional trails and/or paths may be added to enhance connectivity where appropriate. Likewise, the developer may add additional trail and/or path typologies as additional needs arise.

KEY MAP OF PROPOSED TRAILS AND PATHS

TRAILS & PATHWAYS LEGEND		
	TR-1	Pedestrian
	TR-2	Pedestrian / Bicycle
	TR-3	Multi-Use
	TR-4	Multi-Active Natural

Table B-4-14T

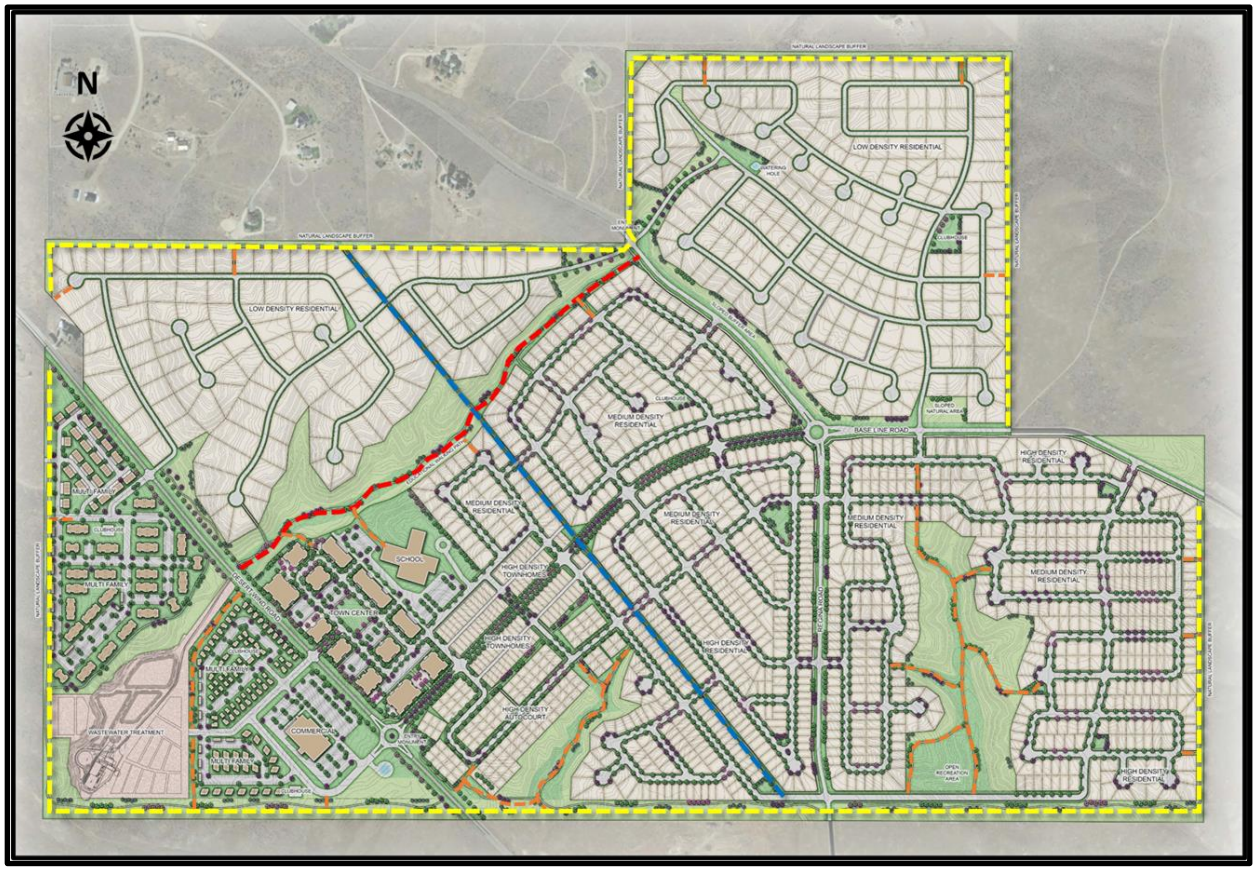


Image B-4-14

TABLE OF TRAIL AND PATHWAY SECTIONS

TRAIL/PATH SECTION TYPE	CODE	RIGHT OF WAY	TRAVEL LANE	SURFACE MATERIAL
Pedestrian	TR-1	10 Ft.	6 Ft.	Poly Pavement or Approved Equal
Pedestrian/Bicycle	TR-2	12 Ft.	8 Ft.	Poly Pavement or Approved Equal
Multi-Use	TR-3	14 Ft.	10 Ft.	Poly Pavement or Approved Equal
Multi-Active Natural	TR-4	12 Ft.	8 Ft.	Improved, Natural Material

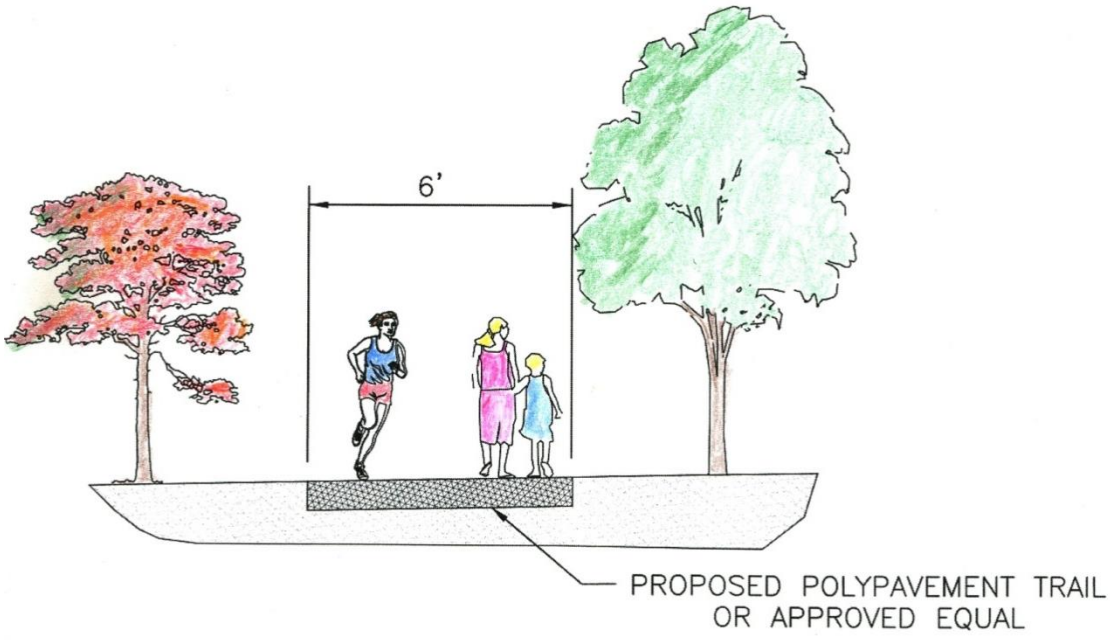
Table B-4-15T

CROSS-SECTIONS OF PROPOSED TRAILS AND PATHWAY SYSTEMS

PEDESTRIAN TRAIL (TR-1) TYPOLOGY	
Travel Lane	6 Ft.
Travel Lane Surface	Poly Pavement
Use	Pedestrian

Table B-4-16T

PEDESTRIAN TRAIL (TR-1)



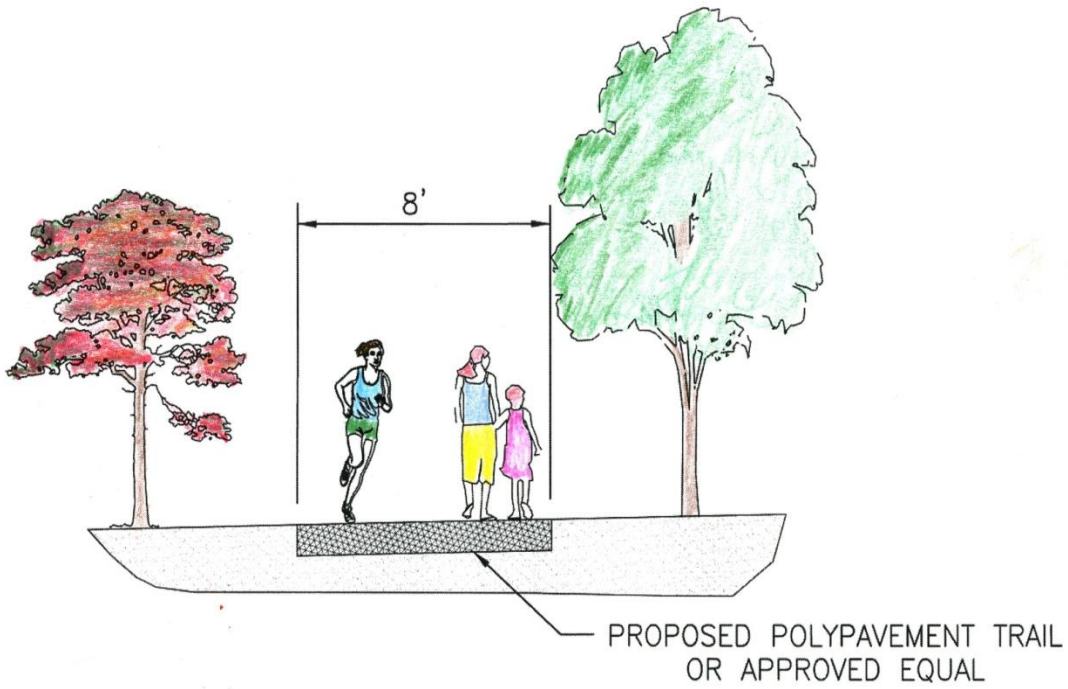
This 6-foot wide pedestrian trail will be used throughout the community.

Image B-4-16

PEDESTRIAN/BICYCLE TRAIL (TR-2) TYPOLOGY	
Travel Lane	8 Ft.
Travel Lane Surface	Poly Pavement
Use	Pedestrian and Bicycle

Table B-4-17T

PEDESTRIAN/BICYCLE TRAIL (TR-2)



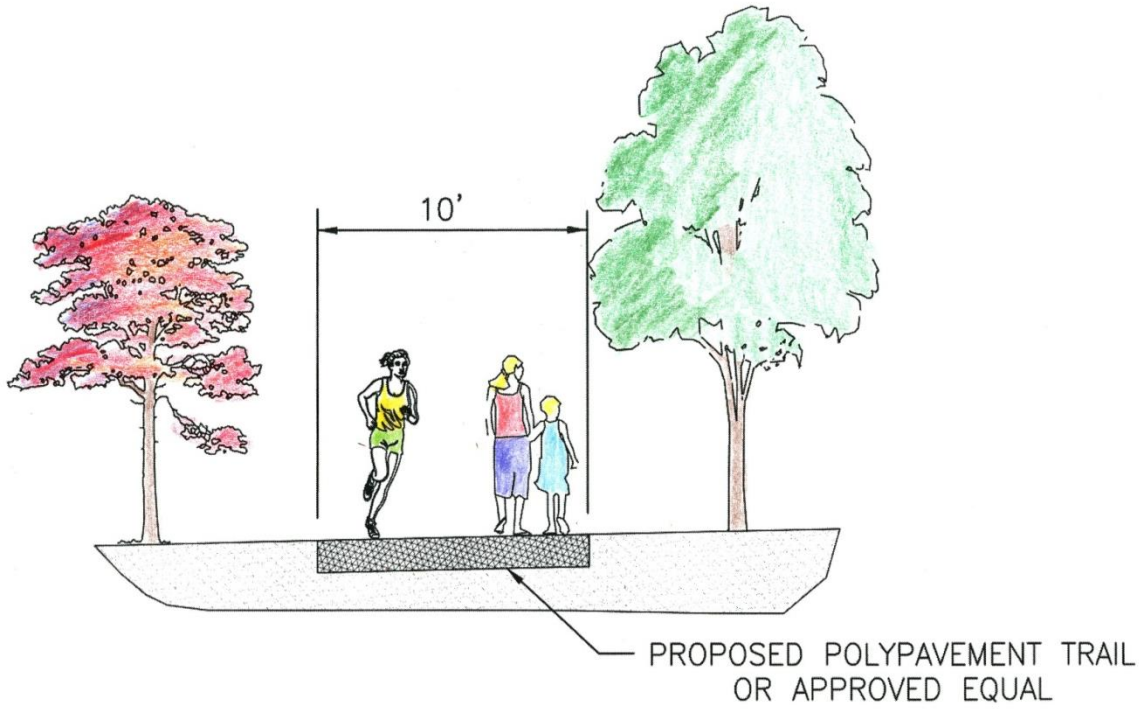
This 8-foot wide pedestrian and bicycle trail will be used throughout the community.

Image B-4-17

MULTI-USE TRAIL (TR-3) TYPOLOGY	
Travel Lane	10 Ft.
Travel Lane Surface	Poly Pavement
Use	Multi-Use

Table B-4-18T

MULTI-USE TRAIL (TR-3)



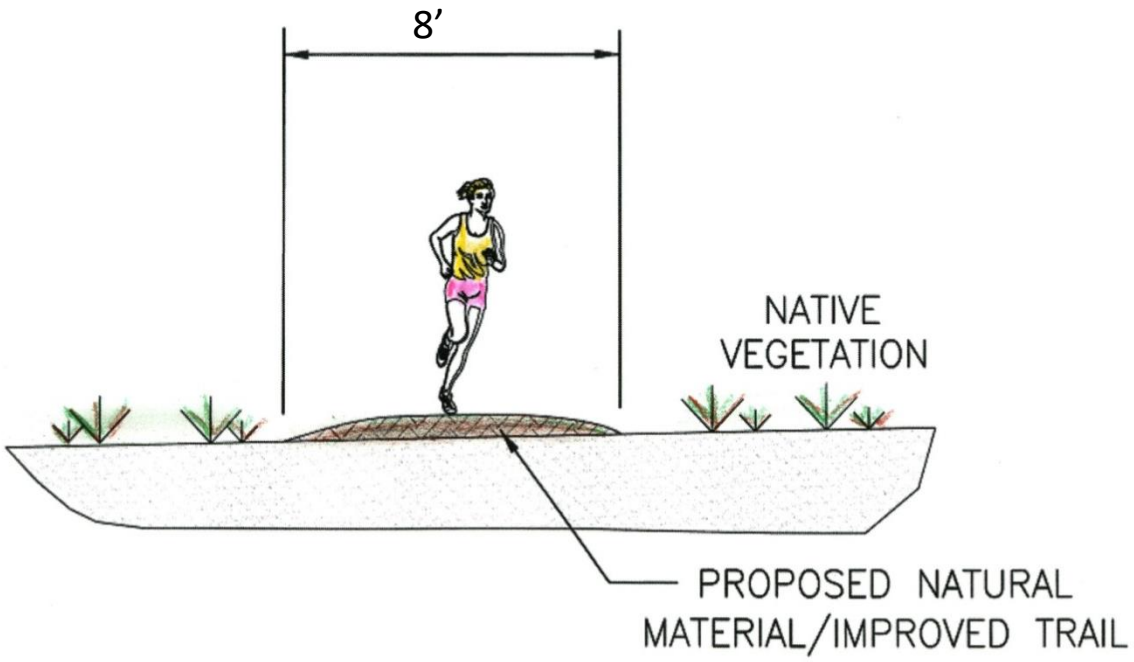
10-foot wide pedestrian, bicycle and emergency access trail will be used in the community to provide multi-use access.

Image B-4-18

MULTI-ACTIVE NATURAL TRAIL (TR-4) TYPOLOGY	
Travel Lane	8 Ft.
Travel Lane Surface	Improved with Natural Material
Use	Multi-Use Access

Table B-4-19T

MULTI-ACTIVE NATURAL TRAIL (TR-4)



This 8-foot multi-active natural trail will be used in the community. This trail will provide access for running, walking hiking and mountain biking etc.

Image B-4-19

ELEMENT B-4 (TRANSPORTATION AND MOBILITY PLAN)

ALTERNATIVE TRANSPORTATION OPTIONS

Mayfield Springs Planned Community has been designed to reduce automobile dependence by encouraging alternative means of internal transportation, such as walking and bicycling. The commercial activities, community services, and neighborhoods are in close proximity and linked with pedestrian and bicycle routes to promote healthy living and less dependence on automobiles. The community is compact with a town center within a six-minute walk and/or one-half mile of the vast majority of the residences. Parks and open space have been strategically placed to encourage walkability.

The Mayfield Springs Planned Community reduces dependence on automobiles by promoting the following concepts:

- Provide work, live, and play opportunities within the community, accessible via bicycle or pedestrian facilities.
- Work, live, and play opportunities within the community allow residents to stay within the community for many activities, including a town center with commercial uses, schools, and a large-scale park within the community for group sports.
- Provide telecommunication facilities within the community to foster work-at-home and home occupation opportunities, and permit the same by ordinance.
- Provide housing at a range of price points, so those residents working in the Community providing essential services can afford to live within the community in which they work.

ADDITIONAL STRATEGIES TO REDUCE VEHICLE TRIPS

Additional strategies to reduce vehicle trips within the Mayfield Springs Planned Community will include the following:

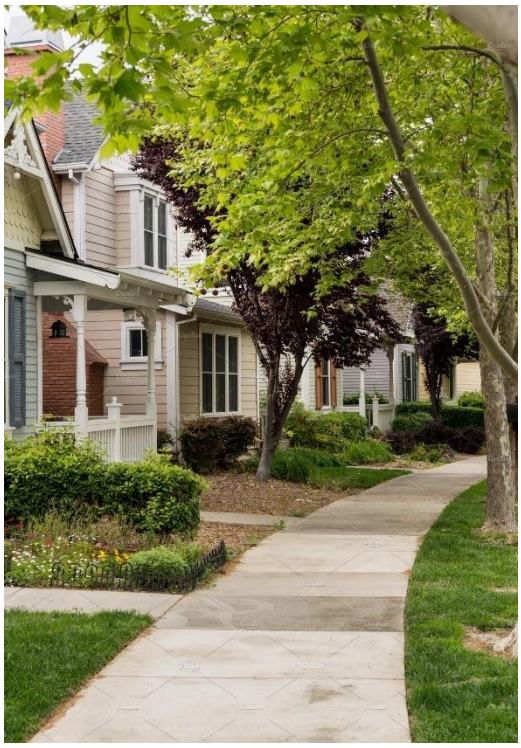
- Work with highway districts to establish Park & Ride programs within the community.
- Work to identify opportunities for mass transit or bussing opportunities and stops between Mountain Home and Boise City.
- Develop an onsite alternate transportation kiosk to provide information regarding alternate forms of transportation.
- Develop an alternate transportation coordinator within the community's homeowners' association (HOA) to provide residents with:
    - Education regarding alternate transportation opportunities and coordination.
    - Further development of "Commuter ride," "Van Pooling", and carpooling or ride-share opportunities and coordination.

Appendix A

Traffic Impact Study and Response to Agency Comments

Mayfield Springs Planned Community
Comprehensive Plan
Elmore County

Element B-5



CENTRAL DESIGN CONCEPTS

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ELEMENT B-5 (CENTRAL DESIGN CONCEPTS)

PREDEVELOPMENT SITE CONDITIONS

Mayfield Springs Planned Community is situated in an open prairie that is relatively flat with a few small rolling bluffs and natural drainages that will provide an ideal setting for homes, mixed-use development, commercial opportunities, and a town center.

The community plan and design was developed by considering all aspects of the natural environment and through a thorough investigation of all environmental conditions and constraints. Teams of engineers, geologists, and wildlife biologists were hired to review and evaluate the site. The planning team took this information and formulated the community design that would work with the natural environment, as well as the natural contours of the site in concert with the site geology, drainage, wildlife habitat, and other environmental constraints.

Other factors such as access, views, drainage, grades, and vegetation were considered in the design of the Community. The result is a well-designed Community unlike any other. The Community will strive to provide employment opportunities, affordable, well designed, and energy efficient homes built within the natural features of the site and in harmony with the region. The Community will provide a variety of passive and active recreational opportunities such as developed parks and trails. The Community will appeal to a diverse range of residents and age groups who wish to live in a quality planned community nestled among a rugged natural landscape with mountain views and fresh air, which is so quintessentially Idaho.

PLACEMENT OF PUBLIC AND QUASI-PUBLIC LAND USES

The Mayfield Springs Planned Community Comprehensive Plan (PCCP) and the Planned Community Development Plan (PCDP) highlight various public and quasi-public uses, features and amenities. The community will provide a central sewer and potable water system, water amenities, a school site, various parks, trails, recreational facilitates in addition to natural and enhanced open space areas.

OPEN SPACE

The following design guidelines should be considered for allowed structures and design of open space areas:

- All structures should be compatible with the natural environment and existing landscape.
- Natural features, including significant existing trees and vegetation, topography, wetlands, and drainage characteristics, should be protected whenever possible and those protected features should be incorporated into the structure and site design.
- Cuts and fills should be minimized to the greatest extent possible, as development should strive to maintain the existing terrain, and rolling topography whenever possible.
- Water/Storm water detention/retention areas or ponds should be designed to accommodate localized storm water runoff and be properly landscaped or incorporated as a water feature amenity.
- Water/Storm water detention/retention areas should be designed to consider maintenance requirements, water quality, visual components, natural characteristics, recreational and wildlife values, as well as hydrologic criteria.

Examples of appropriate forms and uses of open space near clustered housing and water feature areas.

Image B-5-1

ELEMENT B-5 (CENTRAL DESIGN CONCEPTS)

SPECIFIC DESIGN GUIDELINES

Residential, Commercial, and Institutional, Design Guidelines (DGL) articulate expectations regarding the character of the built environment and are intended to promote design that will protect the Community and neighborhood character, while enhancing the attractiveness and quality of life within the Community. The DGL's will address the basic principles of design that will result in unified development. These unified development and design standards will maintain a cohesive Community identity while enhancing the natural environment and character of the Community, and its neighborhoods.

RESIDENTIAL DESIGN STANDARDS

Residential Design Guidelines

The Residential Design Guidelines (RDG) will focus on design, architectural, and visual qualities. All residential development should comply with the general design principles as stated in this document and as amended in the future by the homeowners' association tasked with administering the RDG guidelines. The RDG guidelines contained herein illustrate general design concepts for residential development and do not mandate exact architectural styles, nor do they encourage direct imitation. Appropriate design flexibility is allowed. Understanding and utilizing the basic design concept contained in this document will help provide guidance for flexibility and other design opportunities not specifically illustrated or contained in this document that meet or exceed the intent of this document.

Site and Topography Considerations

Structures should be sited so they respond to the topography of the site, its position on the lot, block, and the surrounding neighborhood. The site design should relate to how a structure is placed on the site and how the structure addresses the street and neighborhood.

A structure on a sloping site will have a different character than one on a flat site, as will a structure on a corner lot rather than in the middle of the block. Other factors in site design include the site's relationship to adjacent properties and the location of front, side and rear yards and setbacks. The design should respect the topography of the site and the surrounding neighborhood and should have grade adaptive features or characteristics.

Grade-adaptive features can be achieved by designing the structure so it follows the natural topography. Grade adaptive features and designs help reduce excavation and retaining wall costs in addition to enhancing the natural beauty of the site.

Placement, Orientation, and Clustering

Proper structure placement promotes security, neighbor interaction, and privacy. Single-family structures should have a strong orientation to the street. Primary entrances to single-family structures should be located in the front of the structure, facing the street, mews, flag or common driveway.

Residential and subordinate structures should be positioned in a manner that preserves privacy of other residential structures and should consider the following principles in their placement and orientation:

- The front yard setback on primary residential structures should be staggered whenever possible.
- Subordinate structures, such as accessory dwellings and landscaping should be designed to respect the privacy of neighbors.
- When residential development is adjacent to commercial or other disparate land uses, larger setbacks or landscape buffers should be used to provide adequate protection from potential adverse impacts.
- Where appropriate, clustering or other attached residential conservation designs should be used. Clustering allows for more open space than traditional detached development, and provides better utilization of natural resources with the ultimate goal of protecting natural resources and providing open space in the Community.
- Townhomes, condominiums, and other attached single-family structures should be rear loaded whenever possible, with orientation toward a street or a central courtyard. These dwelling units should incorporate front porches, with rear-loaded garages to strengthen street or courtyard prominence and walkability.
- Townhomes, condominium or other attached residential structures should consider clustering opportunities whenever possible. When clustering residential structures they should be organized in groups of 2 to 8 structures in each cluster with a shared community spaces such as gardens, courtyards, open space, etc.

Photo of clustered single family detached auto-court housing that shares a common mew and driveway.

Image B-5-2

Structure Size, Massing, Height and Bulk

The height, mass, and scale of structures should be in character with the remainder of the community. Structures should include articulation along the façades that face streets. Flat, blank, non-articulated walls are discouraged. Horizontal façades longer than thirty (30) feet should be articulated into smaller units, reminiscent of the residential scale of the community and neighborhood. The following methods should be used to promote and achieve proper articulation, thus eliminating bulky or institutional looking structures:

- Varied structure heights
- Varied roofing types, forms, pitches and/or orientation
- Projecting roofs should be a minimum of 12 inches
- For multi-story structures, different materials should be used, if only partially, on first floor
- Different window styles or types such as box or bay windows
- Different base and accent colors.
- Varied offsets

Examples of pitched roofs on single-family dwellings fronting a pocket park.

Image B-5-3

Pitched Roof Forms and Rooflines

Roofs and rooflines can add character and interest to a structure. Detailed, well-designed roofs can also breakup mass and perceived bulk. To maintain the residential scale and character of the community and neighborhoods all residential structures should incorporate pitched roof forms having slopes between 4:12 and 12:12 with gables facing the street as appropriate.

The following additional guidelines should be considered when designing a roof:

- Gables and dormers should be used when appropriate to break up long roof sections.
- Roof forms should be well organized and demonstrate the same character on all sides of the residence.
- Shed roofs are discouraged, except at small dormers or if appropriate to the style of the architecture. The uses of mansard roofs or roofs that are flattened at the ridge are allowed.
- Flat roofs may be permitted over entry porches, entryways, or where compatible with architectural components of the overall design.
- Eaves and rakes should be articulated.

- Structures should have roofs that complement the overall design and architecture of the structure and consideration should be given to the roofline as viewed from all sides of the structure.
- All roof structures will be considered, including but not limited to, gable, hip or a combination of both, mansard, hip-on-gable, hip-and-gable, gambrel, saltbox, cross gable, and kicked eaves style roofs should be attractively designed and appropriate with the architecture.
- Roofing materials should complement the architectural style of the structure.
- Sewer, plumbing and attic vents should be combined whenever possible. Continuous ridge vents or gable vents are encouraged. Venting should be subtle and not visually prominent or intrusive. Vents should blend with the building materials and colors and placed so they do not disrupt rooflines or front elevations.

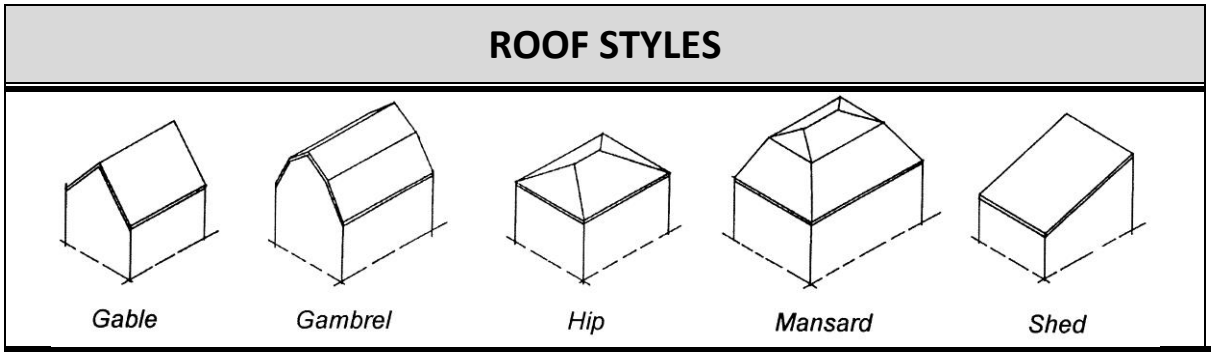


Image B-5-4

Structure Materials and Color

Building materials and colors are important considerations. A structure with spectacular architecture but with a poor color scheme would be inappropriate, just as repetitive architecture and building materials. Repetitiveness creates aesthetically dull and unmemorable environments with no sense of place or character.

The following principles in building materials and color should be followed:

- Exterior structure finishes should consist of multiple building materials such as, but not limited to, brick, stone, wood/woodlike clapboard, and stucco.
- Exterior finishes should utilize appropriate accents to highlight entries, windows, dormers, porches and other architectural details using the sample photos and drawings

contained in this document. Accent materials may include, but not be limited to stone, simulated stone, brick, cedar shingles, terra cotta, copper, wood and metal trim.

- Roofing materials and color should complement the architectural style of the structure.
- Columns, banisters, balusters, shutters, and other architectural details are encouraged.
- The predominant color of the structure should be complementary to the architecture with accent colors used to highlight architectural features and help distinguish structures from one another.

Windows

Proper windows and placement encourage lively and active streets, safety, a sense of place, and walkability. Windows should be provided in all façades whenever possible. Windows in street facing facades should be of a minimum of twenty (20%) percent of the façade area. The style of windows used should be compatible with and complement the architectural style of the structure. All windows in a structure should be of same style and quality. Installation of different types or styles of windows in one structure is discouraged. All windows should have a visually prominent trim.

Other decorative windows and window features are encouraged, such as, but not limited to, the following:

- Arched windows
- Mullions
- Awnings
- Shutters
- Flower boxes
- Box/Bay Windows

Illustration of window placement in front and side façades.

Image B-5-5

WIDOW STYLES

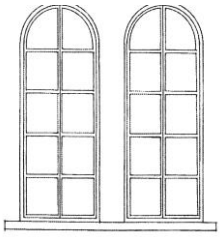
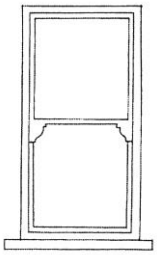
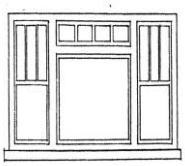
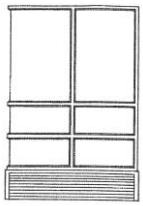
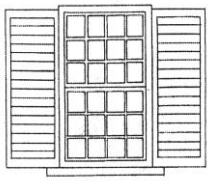
				
Spanish	**Victorian**	**Craftsman**	**Contemporary**	**Colonial**

Image B-5-6

BOX/BAY WINDOW DETAILS

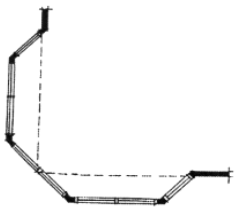
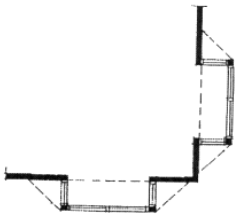
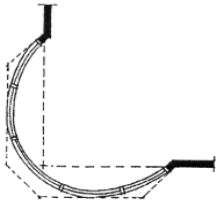
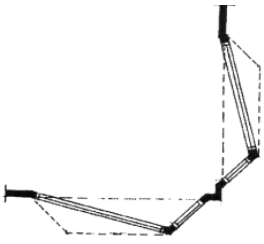
			
Angled	**Square**	**Curved**	**Irregular**

Image B-5-7

Doors and Entrances

Doors and entrances add architectural interest and appeal to a structure. Well designed and prominent doors and entryways are one of the major deciding factors in purchasing a home, as an attractive and inviting home will contribute in a positive manner to the community and neighborhood.

Doors and entryways should consider the following design guidelines:

- The main entrance should have a sense of prominence reflected in the design.
- Two-story foyers should use a transom above the door or a dormer window separated from the door with a roof element to obtain natural light.
- Trim and decorative moldings should highlight the structure entrance.
- The primary entrance to a structure should be on the front elevation, excluding cluster developments and multi-family dwellings.
- Exterior doors should be of high quality and appearance.
- Windows within and adjacent to front doors are encouraged.

Examples of entryways that have a sense of prominence reflected in the design.

Image B-5-8

Garages, Driveways, and Parking

Garages and driveways are a prominent feature of a single-family structure's architecture. While there is a need for storage of vehicles, tools, maintenance equipment and other personal property, garages should be designed to reduce their prominence through placement and design considerations.

The following design guidelines should be considered:

- Single-family structures should have driveways constructed of concrete or brick pavers.
- Pattern stamping and/or coloring may be used if the color and pattern complements the architectural style of the community.
- Carports should be prohibited unless incorporated into the overall design of the structure.
- Garages should be properly sited and designed so they are not the primary design feature of the structure.
- Alternative types of garage loading options should be considered in the design such as, side-loaded, recesses front-loaded, and detached.
- Separate garage doors for each bay should be considered.
- To soften the visual mass, garage doors should not be flush with each other, but modulated to add visual softening and interest.
- Detached garages should be designed using the same style, appearance and building materials as the principle structure.

Picture of townhome garages off an alley.

Image B-5-9

Making Parking More Attractive and Garages Less Visible (Mid-Block Lots)

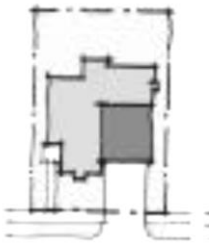
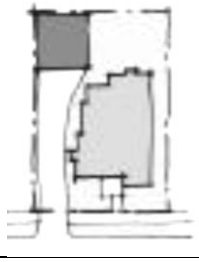
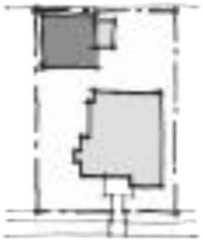
		
Mid-block lot with 5 foot minimum garage setback	**Mid-block lot with detached garage located in rear yard**	**Mid-block lot with detached alley loaded garage**

Image B-5-10

Making Parking More Attractive and Garages Less Visible (Corner Lots)

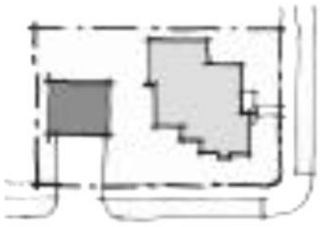
	
Corner lot with 20 foot minimum front yard garage setback with dwelling at 5 foot front yard setback	Corner lot with detached garage at 20 foot garage front yard setback and 5 foot side yard setback

Image B-5-11

Example of Mid-Block Lot with Front Loaded Modulated Garages

Example of Mid-Block Lot with Sided Loaded Garage

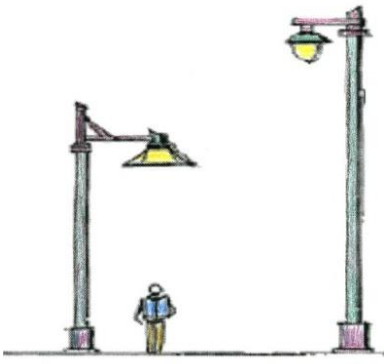
Image B-5-12

Lighting

While proper lighting can enhance safety and it can also create light pollution and disturb abutting property. The following guidelines should be considered to ensure appropriate lighting.

To help minimize spill over lighting, reduce glare, and light pollution the following should be considered when developing or designing a lighting plan:

- Outdoor lighting should be kept to a minimum.
- Lighting fixtures should be oriented downward, shielded and designed so they do not spillover onto nearby properties.
- Incandescent lighting should be considered for all exterior lighting options as this type of lighting creates a pleasant atmosphere.
- Street lighting should be kept to a minimum and be should be pedestrian friendly.
- Security lighting, when required should be motion activated to help reduce impacts to neighboring properties.
- Spotlights or floodlights are prohibited, except for security purposes and when motion activated.



Examples of pedestrian/street lighting and decorative up-lighting highlighting entryways and paths

Image B-5-13

Front Setbacks

Front yard setbacks should be varied in design so they enhance the streetscape. Front yard setbacks should also be varied between lots based on the height and bulk of the proposed structure and existing structures. When siting a structure, the design elements should consider abutting structures and setbacks. The extent of the setback and the treatment of the front yard landscaping are the primary way a structure relates to the sidewalk and pedestrians.

Front yard facades should be articulated with well-defined entrances or porch by utilizing projecting and recessed facade features that add visual interest to the structure and block face. The following should be considered:

- Articulate or modulated the front and side yard setbacks whenever possible.
- Articulate or modulated the front facade in a series of "steps" instead on one single transition to create a transition between adjacent structures.
- Blank, unarticulated wall should be avoided that detract from the street composition.
- Landscaping and front porches link the structure to the street and create a desired pedestrian-scaled and friendly environment.
- Where front yard design offers little or no predominate landscaping, the planting of street trees and planters on porches and in entryways should be incorporated.
- On multi-story designs, opportunities such as planters on decks and balconies or trellises should be considered.

Examples of residential dwellings designed with articulated and modulated front facades.

Image B-5-14

It is important to create front yard and side yard setbacks that provide a transition between the public right-of-way and private space. Site design should provide a pedestrian scale for the structure and landscaping that enhances the transition between the street and the structure with varied front yard and side yard setback, lot widths and garage placement opportunities. Setback variation creates a visual scene of excitement. When varying setbacks, the setback design should act as a transition between adjacent structures while unifying the overall streetscape. When varying setbacks the design should also consider the existing structures and neighborhood. The following illustrations provide visual examples of varied setbacks, lot widths, placement of structures and varied garage placement opportunities:

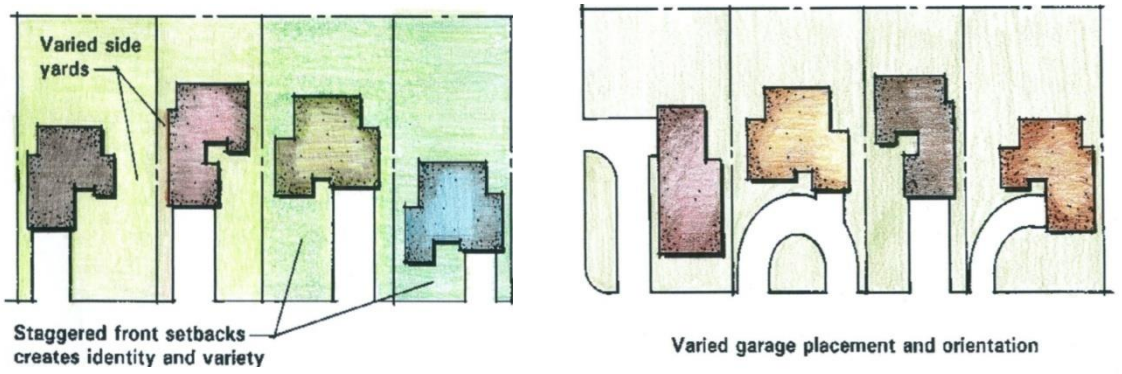
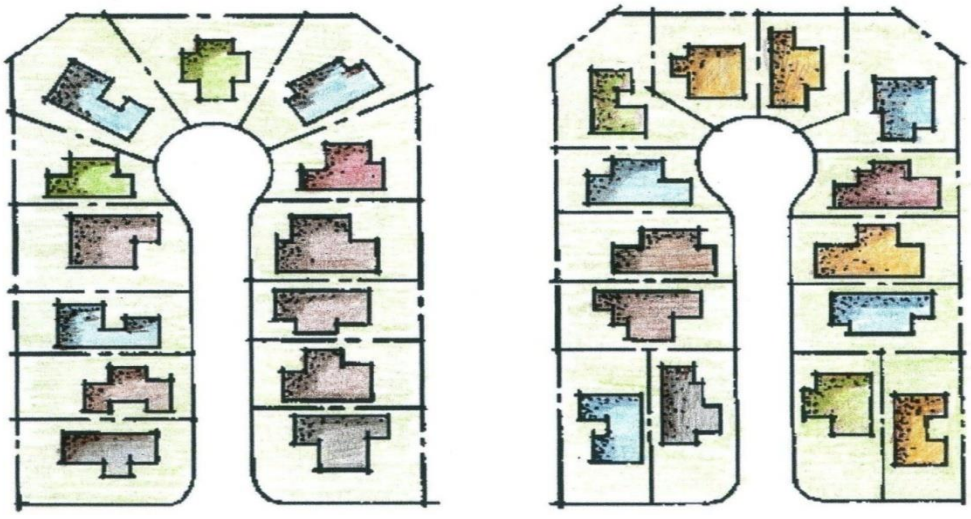


Image B-5-15



Examples of varied lot widths and dwelling setbacks

Image B-5-16

Rear Yard Guidelines for Alley Loaded Dwellings

The rear yard architecture of alley-loaded dwellings should be visually stimulating at both the front and rear yard setback. The rear façade should be as visually stimulating as the front façade and articulated to minimize light and privacy impacts to adjacent properties.

Examples of rear yard architecture and detail of quality alley-loaded dwellings.

Image B-5-17

Other General Design Considerations

All structures within the community should be attractive and have inviting designs that utilize the similar architectural concepts, a “Mix of Architectural Styles” within one structure should not be allowed such as long blank facades and elevations. Landscaping should be used to diminish the appearance of any 3-story structure. Skylights should not be visible from the street and should be flush with the roof and non-protruding; they should also be the same or similar in color as the roof.

MULTI-FAMILY DESIGN STANDARDS

Multi-Family design standards should follow the basic rules outlined for single-family designs except as shown in the following examples.

Example of multi-family layout indicating open space between buildings, varied placement and setbacks with interconnectivity between all dwellings and the neighborhood.

Image B-5-18

Example of multi-family dwelling that appears as a large single-family structure with modulated facades with prominent entryway.

Image B-5-19

Example of multi-family dwelling with modulated facades, varied roofs and prominent entryways. Also highlights appropriate placement and percentage of windows.

Image B-5-20

Example of multi-family dwelling with modulated facades, pitched roofs and prominent entryways.

Image B-5-21

RESIDENTIAL LANDSCAPING DESIGN STANDARDS

Residential Landscaping

This section provides residential landscaping guidelines. Residential structures should have landscaping in the front yard setback to help create a visually transition between the public realm and the private realm of the structure. It also provides an opportunity to screen undesirable structure features or otherwise enhance the appearance of a structure while contributing to the overall quality of the streetscape. All landscaping designs should be an integral part of the project's design and not an afterthought.

Image B-5-22

COMMERCIAL DESIGN STANDARDS

Commercial Design Principles

The Commercial Design Guidelines (C-DGLs) focus on design, architectural, and visual qualities. For this section, Commercial, Light Industrial and Mixed-Use development shall be considered "Commercial Development."

The C-DGLs contained in this document illustrate general design concepts for Commercial, Light Industrial and Mixed-Use development. These guidelines do not mandate exact architectural styles, nor do they encourage direct imitation, as there may be other design opportunities and concepts not documented in the C-DGLs that will also result in a successful design. Understanding and utilizing the basic design concepts in this section will help ensure a quality design

Site and Topography Considerations

Structures should be placed on site to respond to the topography of the site, position on the lot, block, and the surrounding development. The site design should relate to how a structure is placed on the site and how the structure addresses the street.

Site topography should also be considered. Structures on a sloping site will have a different character than one on a flat site, as will a structure on a corner lot rather than in the middle of the block. Other factors in site design include the site's relationship to adjacent properties or structures. A properly designed project would have considered the topography of the site, the neighborhood, and existing commercial structure characteristics.

Placement and Orientation

The placement and orientation of structures is an important consideration as proper placement promotes security and pedestrian interaction. All structures should be positioned in a manner that preserves views and the natural beauty of the Community to the greatest extent possible.

Marking Gateways

Gateway design principles should be incorporated to enhance the identity of the Community by marking major entrances and/or gateways to provide a sense of arrival.

The following guidelines should be considered:

- Structures proposed at gateway locations should be designed to emphasize their location and importance.
- Structures proposed at gateway locations should be designed with superior architectural facade expressions and elements, including but not limited to roof form and massing, such as larger bulk, tower forms, peaked roofs, and oversized windows.
- Commercial design should incorporate elements that reflect and acknowledge the existence of historic Highway 30, including through use of signage and architectural elements that honor pre-interstate style and design.

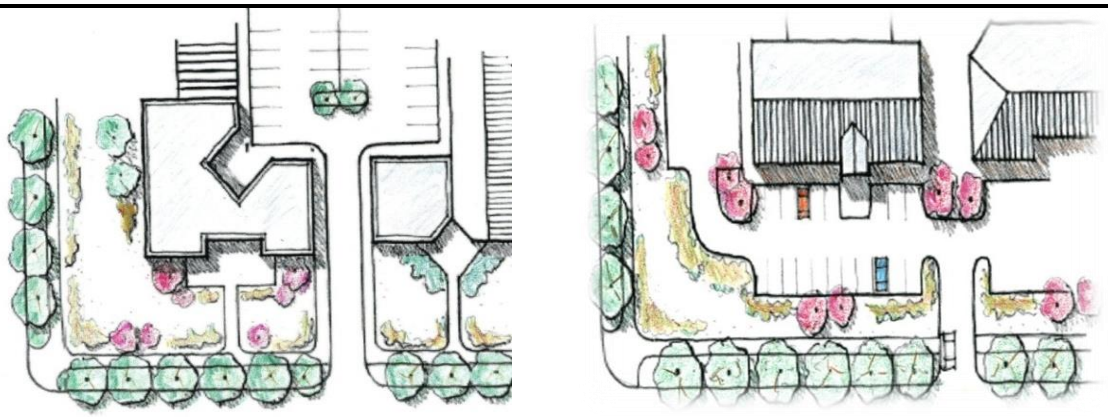
Example of mixed use development proposed at gateway location where the enhanced landscape and landscape median are designed to emphasize location and importance.

Image B-5-23

Access, Shared Access, and Driveways

Access should facilitate the flow of traffic entering and exiting parking lots. The following guidelines should be considered:

- Ingress and egress points connecting a double–loaded aisle of parking to the street right–of–way should not be impacted or interrupted by parking drive aisles or adjacent parking stalls for a distance of at least 30 feet from the edge of the street right–of–way.



Examples of structures with shared access and parking. The example on the left is pedestrian friendly with parking located at the rear of the structure and pedistrian access points from sidewalks to the structure. The example on the right is not pedestrian friendly and has no pedestrian access from the street.

Image B-5-24

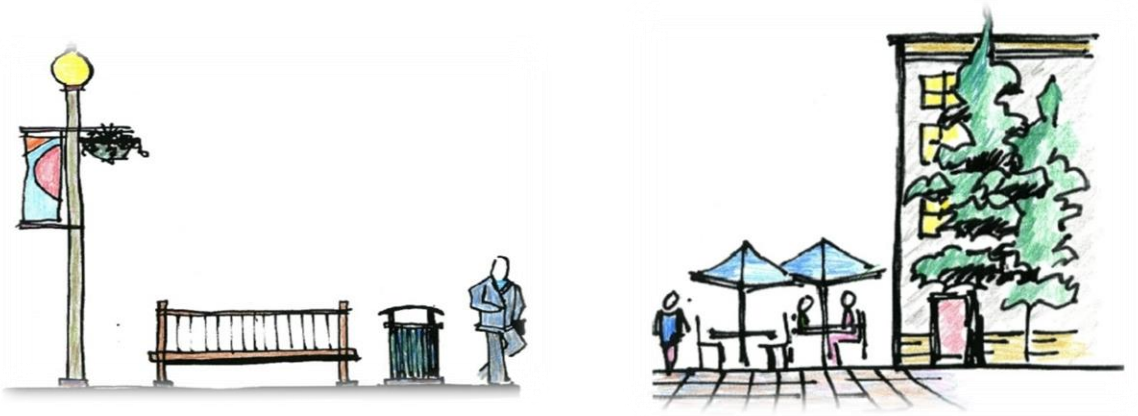
Shared Access should be considered when possible to reduce parking impacts and reducing access points by connecting or consolidating parking lots and driveways whenever possible. Access to adjacent parking lots should be shared to reduce the number of curb cuts, and increase pedestrian connectivity. Where possible, parking lots shall be located in a manner to support flexibility in use such as for expanded temporary / special event outdoor space.

Sign Design Integration

All structures should be designed to ensure that signage is part of the overall design and not an afterthought. Careful consideration should be taken when designing sign locations, and sizes. Master sign programs should be encouraged where appropriate and should meet the architectural character of the area and project. A master sign program should consider location, size, and general design.

Street Scenes, Plazas and Open Space

Pedestrian friendly street scenes at commercial locations should be created using site furnishings at plazas, entrances and other pedestrian areas. Site furnishings, such as benches, tables, trash receptacles, and other pedestrian amenities used should be of durable weather and vandal resistant materials and provided at entrances, plazas, open spaces, and/or other pedestrian areas. Site furnishings should never block pedestrian access or accessibility entrance points or access.



Site Furnishings and Other Pedestrian Amenities.

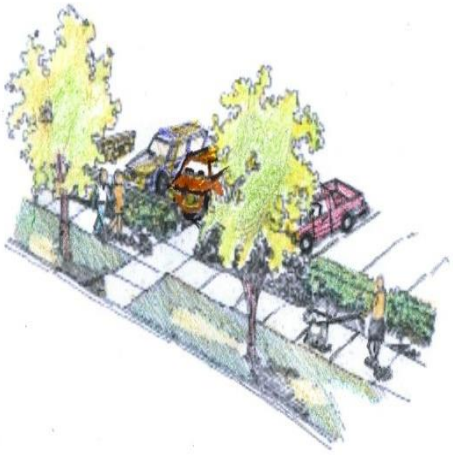
Image B-5-25

Pedestrian friendly environments can also be created through a variety of usable and interesting open spaces within private development, such as but not limited to plazas, courtyards, or other pedestrian spaces at or near their main entrances. Plazas, courtyards and open space should consider the following designs features:

- Special interest landscaping
- Special paving, such as colored/stained concrete, brick, or other unit paver
- Public art
- Seating, such as benches, tables, or low seating walls
- Water features

Site Furnishing Provided in Entry Plaza.

Pedestrian Gathering Place Next to Commercial Use.



Pedestrian Friendly Environment.

Benches and Other Amenities Provided in Open Space Areas.

Image B-5-26

Ground Floor Treatment and Transparency

The intent of this guideline is to provide visual connection between activities inside structures and the exterior pedestrian streetscape. To make retail, office and commercial centers safer and more inviting. Ground floor retail, office, and commercial centers should consider the following:

- The front façade design should contain a minimum 20% of windows with clear, vision glass, and a higher percentage of windows for structures located in the town center or located on an arterial street.
- Glass for any ground floor façade visible from any street should be comprised to help create ground level expression and interest, structures along streets should be designed to reinforce the character of the streetscape. For ground level structure to be pedestrian friendly, they need to provide appropriately scaled expression and use of accent materials. Ground floor designs should also consider larger windows with kick plates for storefronts and projecting sills, pedestrian scaled signs, canopies, and plinths.

The use of windows provides a visual connection between the activities inside commercial structures and the exterior streetscape.

Image B-5-27

Images showing large windows, kick plates for storefront window, projecting sills, pedestrian scaled signs, canopies and plinths.

Image B-5-28

The use of these design elements should create a pleasant and inviting street scene in addition to providing visual connections between activities inside the structure and the exterior streetscape.

Illustration of a street scene where the structures provide visual connections between activities inside the structures and the exterior streetscape.

Image B5-29

General Design Features

The following images provide design opportunities that should be considered:

This mixed used image shows articulated facades, excellent use of building materials and color as well as interesting architectural elements and pedestrian amenities such as benches, bike racks and trash receptacles.

Image B-5-30

This mixed-use image shows articulated facades, demonstrating excellent use or building materials and color with excellent ground floor treatments.

Image B-5-31

This image shows articulated facades, with building materials, windows and color. These structures were designed so the ground floor units could be used as residential, commercial or office use.

Image B-5-32

This image shows mixed use commercial with lofts above. The design incorporated various building materials and color with a high percentage of windows. This image also shows interesting architectural element used to treat the roofline.

Image B-5-33

Structure Materials and Color

Building materials and colors are important considerations as a structure with spectacular architecture, but with a poor color scheme would be inappropriate just as repetitive architecture and building materials. Repetitiveness creates aesthetically dull and unmemorable environments with no sense of place or character. The following principles in building materials and color should be followed:

- Exterior structure finishes should consist multiple building materials such as, but not limited to, brick, stone, wood/woodlike clapboard, and stucco.
- Exterior finishes should utilize appropriate accents to highlight entries, windows, and other architectural details using the sample photos and drawings contained in this document.
- Accent materials may include, but not be limited to stone, simulated stone, brick, cedar shingles, terra cotta, copper, wood and metal trim.
- Roofing materials and color should complement the architectural style of the structure.
- The predominant color of the structure should be complementary to the architecture with accent colors used to highlight architectural features and help distinguish structures from one another.

This image shows mixed use commercial with lofts above. The design incorporated a variety of building materials and color with balconies and landscaping to break up the façade. Notice the use of windows with excellent ground floor pedestrian orientation. This image also shows variety of interesting architectural element used to treat the roofline.

Image B-5-34

COMMERCIAL LANDSCAPING DESIGN STANDARDS

Commercial Landscaping

Landscaping provides an opportunity to screen undesirable structure features or otherwise enhance the appearance of a structure while contributing to the overall quality of the streetscape. For this section, Commercial, Light Industrial and Mixed-Use development shall be considered "Commercial Development." All landscaping designs should be an integral part of the project's design and not an afterthought.

Example of pedestrian friendly landscaping that is part of the projects project's overall design and not an afterthought.

Image B-5-35

Example of pedestrian friendly landscaping that is part of the projects project's overall design and not an afterthought.

Image B-5-36

Example of pedestrian friendly landscaping that is part of the projects project's overall design and not an afterthought.

Image B-5-37

INSTITUTIONAL DESIGN STANDARDS

Institutional Design Principles

The Institutional Design Guidelines (IDG) focus on design, architectural, and visual qualities. All institutional development should comply with the general design principles as stated in this document. The IDG contained in this document are intended to illustrate the general design concepts for Institutional development. They are not intended to mandate exact architectural styles, nor do they encourage direct imitation as there may be other design opportunities and concepts not documented in the IDG that will also result in a successful design. Understanding and utilizing the basic design concept will help ensure well designed projects.

Site and Topography Considerations

Institutional structures should be place on its site so it responds to the topography of the site, its position on the lot, block, and the surrounding natural and neighborhood environment. The site design should relate to how a structure is placed on the site and how the structure addresses the street. The site topography should be considered, as structures on a sloping site will have a different character than one on a flat site, as will a structure on a corner lot rather than in the middle of the block.

Access, Shared Access, and Driveways

Shared Access should be considered when possible to reduce parking impacts and reducing access points by connecting or consolidating parking lots and driveways whenever possible. Access to adjacent parking lots should be shared to reduce the number of curb cuts, and increase pedestrian connectivity.

The intent of institutional access is to facilitate the flow of traffic entering and exiting parking lots. The following guidelines should be considered:

- Ingress and egress points connecting a double–loaded aisle of parking to the street right–of–way should not be impacted or interrupted by parking drive aisles or adjacent parking stalls for a distance of at least 30 feet from the edge of the street right–of–way.

Structure Materials and Color

Building materials and colors are important considerations as a structure with spectacular architecture, but with a poor color scheme would be inappropriate just as repetitive architecture and building materials. Repetitiveness creates aesthetically dull and unmemorable environments with no sense of place or character. The following principles in building materials and color should be followed:

- Exterior structure finishes should consist multiple building materials such as, but not limited to, brick, stone, wood clapboard, and stucco.
- Exterior finishes should utilize appropriate accents to highlight entries, windows, and other architectural details.
- Accent materials may include, but not be limited to stone, simulated stone, brick, cedar shingles, terra cotta, copper, wood and metal trim.
- Roofing materials and color should complement the architectural style of the structure.
- The predominant color of the structure should be complementary to the architecture with accent colors used to highlight architectural features and help distinguish structures from one another.

Public and Private Schools

Both public and private grammar schools will be encouraged to think vertical. Vertical construction conserves open space and allows for shared developed parks while using land wisely.

This diagram shows an 11-acre school site where shared parking is planned for "off school hours" to provide additional parking for visitors to the Town Center.

Image B-5-38

School sites could be smaller when shared abilities are involved. The Mayfield Springs Planned Community is proposing one school site approximately 11 acres in size. The school site is located adjacent to the town center so that onsite school parking can be utilized by the school during school hours and by the community during non- school hours.

INSTITUTIONAL LANDSCAPING DESIGN STANDARDS

Institutional Landscaping

All institutional sites should have landscaping in the front yard setback to help create a visually transition between the public realm and the private realm of the structure. It also provides an opportunity to screen undesirable structure features or otherwise enhance the appearance of a structure while contributing to the overall quality of the streetscape. All landscaping designs should be an integral part of the project's design and not an afterthought.

GRADING PRINCIPLES AND GUIDELINES

Site Conditions

Building in areas of excessive slope, and soil with poor bearing capacity, high slide potential, and other hazards should be avoided. Care should be taken not to design a project with extensive slope cuts with highly visible scars, unstable slopes, increased erosion and a degradation of the visual hillside character.

When considering site conditions, building pads should be of minimum size to accommodate the structure and a reasonable amount of open space. Sloping lot designs, and split-level structure designs and terraces, should be encouraged to reduce grading. As much of the lot area as possible should be kept in the natural state of the original slope.

Utilization of Onsite Materials

To the greatest extent possible, all excavated material should be utilized onsite and the following principles should be considered:

- All grading should be designed in a manner that should result in minimum disturbance of hillside areas with minimal disruption to the greatest extent possible, of existing native vegetation and wildlife habitat.
- All grading and excavation proposed in connection with the development should not result in soil erosion, silting of lower slopes, slide damage, flooding, severe scarring, or any other geological instability.
- Areas not suited for development, as identified in the technical reports based non-mitigate able soil, geology, vegetation, or hydrology limitations should be designated and used as open space.

ELEMENT B-5 (CENTRAL DESIGN CONCEPTS)

General Grading Concepts

Changes to the existing natural terrain through grading should be minimized to the greatest extent possible using the following grading concepts and principles:

- Grading should be performed in a way that respects natural features and blends visually with adjacent properties.
- Building pads should be incorporated into the natural contours as much as possible with balanced cut and fill volumes.
- Alterations to natural landforms can be minimized by in the design of the structure by considering the natural features of the site, slope and soil characteristics, access to the site, and the orientation and visibility of the site and the proposed structure.
- On hillside areas, roads and streets should be located and landscaped to minimize their visibility from the Community, public right-of-ways, and neighboring properties.
- Grading should be minimized within 20 feet of all perimeter property lines of the development, unless the grading is similar to the existing adjacent slopes or to the planned grading of the adjacent slopes.
- Off-street visitor parking spaces should be located in bays that fit with the natural topography and minimize grading.
- All building sites should be graded in such a way that they appear to emerge from the slope rather than flat superimposed areas onto hillside.
- When possible, a manufactured appearance should be avoid a by creating smooth contours of varying gradients, preferably with slopes in the range of 2:1 to 5:1.
- Sharp cuts and fills and long linear slopes that have uniform grade should be avoided.
- Whenever possible slope banks should be softened through contoured grading practices at the top/toe of the slope.

Contouring And Landform Designs

A central design concept for the Mayfield Springs Planned Community is to work with the natural environment and to provide for a diversified community that creates a place to live work and play. As a rule, hilltop and ridge top development should be avoided. The site contains virtually little or no hilltops or ridge tops as herein defined.

For the purpose of these grading guidelines, this document, and development the following definitions should apply:

HILL: A hill is defined has a major landform that extends above the surrounding terrain and has a summit or multiple summits and can be seen for several miles.

KNOLL: A knoll is defined as a small manmade or natural hill with no specific features.

LANDFORM: A landform is defined as a form of landscape or terrain, which can be measured in units of elevation.

MOUNTAIN: A mountain is defined as a major landform that extends above the surrounding terrain, that is higher than a hill, located in a limited area and that is characterized by steep slopes and height greater than a hill. A mountain has a distinct summit or characteristic and can be seen from great distances.

RIDGE: A ridge is defined as a landform with distinctive moderate to high reliefs starting at the immediate base of a hill, which adds continuous elevation through a series of ridges and character to the hill and can be seen for several miles.

Retaining Walls

Retaining walls should not be higher than 6 feet. Terraced retaining walls should be horizontally separated by a minimum distance of 5 feet, but 10 feet is preferred and the area should be landscaped to hide the wall as much as possible. The exposed face of a retaining wall should be constructed of natural materials, and colors that blend into the surrounding natural environment.

Retaining Walls

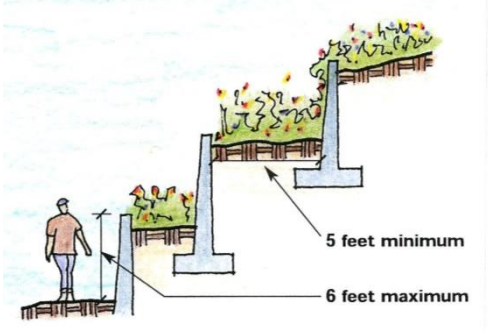


Image B-5-39

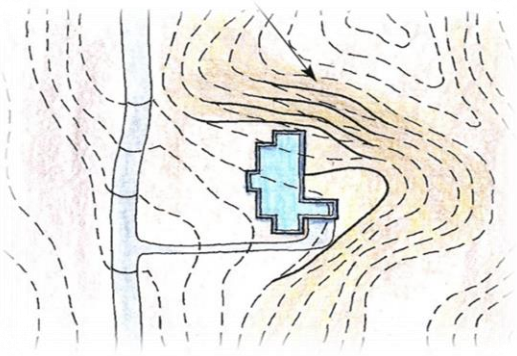
Retaining wall structures should conform to the natural hillside profile as much as possible. Terracing should be designed in small incremental steps.

Siting and Design

The siting and design of structures should integrate mature and native trees and existing vegetation into the site plan and structure design. Siting and grade adaptive designs should conform to the natural contours of the site thereby mitigating the need for extensive cutting, filling or terracing. Where necessary, contour grading should be incorporated into the design to emulate and enhances the natural topography of the existing slope.

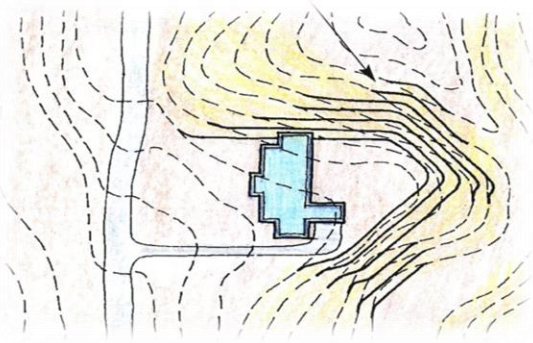
Grading and Contours Related to Site Features

Grading that relates to the existing shape of hillside.



This Type of Grading Encouraged

Grading that creates large pads or flat spots that do not relate or conform to the existing landscape



This Type of Grading Discouraged

Image B-5-40

Grading and Contours Related to Site Features

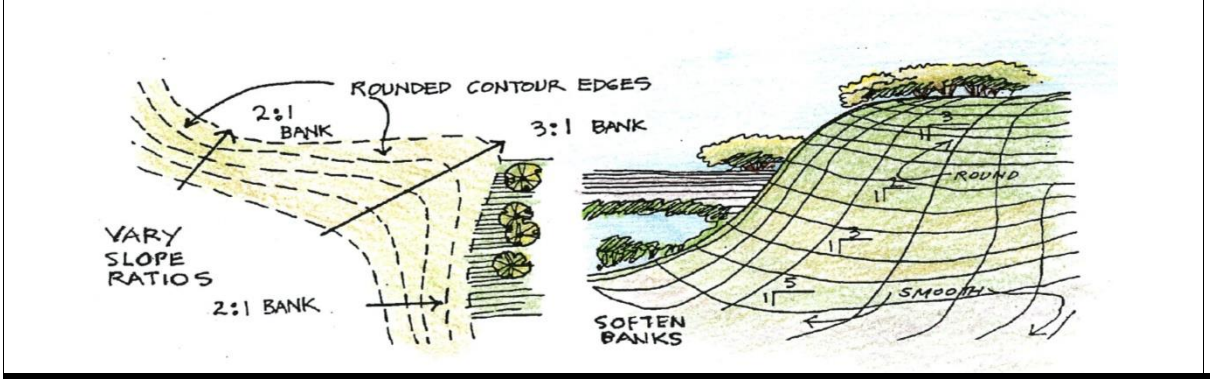


Image B-5-41

Attachment 3 - Development Impact Fee Studies and Capital Improvements Plan

Attachment #3

Impact Fee Studies and Capital Improvement Plans

Purpose of the Impact Fees

Under Idaho law, government entities who are jointly affected by development (i.e. county and fire districts) to enter into intergovernmental agreements with one another for the purpose of developing joint plans for capital improvements and/or to collect and expend impact fees for system improvements. As Elmore County continues to experience growth, it places additional demands on existing infrastructure and facilities. Because of this development, there is increased demand or required increased quality for such services provided by these facilities. This increase necessarily requires additional funds.

Elmore County does utilize Conditions of Approval and Development Agreements to negotiate the development of public facilities. However, typically these agreements cover only project-related improvements while impact fees can provide a reliable source of funding for system improvements. Impact fees will not act as the ole funding source for facilities as the County intends to use a combination of sources to meet their future facility goals.

Capital Improvement Plans (CIP)

Idaho Code Section 67-8208 requires that capital improvement plans be adopted prior to imposing impact fees. The required contents of the capital improvement plans include:

a) A general description of all existing public facilities and existing deficiencies;
b) A commitment by the County (or other governmental entity) to cure existing system deficiencies by using other available sources of funding where available;
c) An analysis of the total capacity and current level of use;
d) A description of land use assumptions used;
e) A definitive table establishing specific levels of use or consumption by service unit;
f) A description of all system improvements and costs attributed to the new development;
g) The total number of service units attributed to new development;
h) The projected demand for interim improvements over a specified time period (not to exceed 20 years);
i) Identification of all funding sources for system improvements;
j) Agreements for joint governmental improvements (if applicable);
k) A schedule for the estimated commencement and completion of improvements identified in the CIP.

Under Idaho law, as a governmental entity, Elmore County must undertake comprehensive planning pursuant to Idaho Code Section 67-6501 and must incorporate the capital improvement plans as an element of the County Comprehensive Plan. Elmore County is incorporating the capital improvement plans and impact fee studies as Attachment #3 of the 2014 Comprehensive Plan. The plan, as amended, is referred to Elmore County's 2014 Comprehensive Plan.

Impact Fee Studies and Capital Improvement Plans that are a part of this attachment are:

1. Elmore County
2. Mountain Home Rural Fire District
3. King Hill Rural Fire District

Capital Improvement Plan and Development Impact Fee Study

Final Report Submitted to:

Elmore County

August 25, 2022

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2022 Capital Improvement Plan and Development Impact Fee Study
Elmore County

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EXECUTIVE SUMMARY

Elmore County ("County") retained TischlerBiseGalena to prepare a Capital Improvement Plan and Development Impact Fee Study in order to meet the new demands generated by new development within the County. This report presents the methodology and calculation used to generate current levels of service and updated maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in the County.

The purpose of this study is to demonstrate the County's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the authorization, it is the intent of the County to: (Idaho Code 67-8202(1-4))

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBiseGalena evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION

The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act have been met in the supporting documentation prepared by TischlerBiseGalena. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, "development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development."

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for the County, the term "deficiencies" means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some "hoped for" level of service.

TischlerBiseGalena used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as A x B = C. In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e., A = C ÷ B). By using existing infrastructure standards to determine the need for growth-related capital improvements, the County ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

SUMMARY OF CAPITAL IMPROVEMENT PLAN AND DEVELOPMENT IMPACT FEES

METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

- **Plan-Based Fee Calculation.** The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).
- **Cost Recovery or Buy-In Fee Calculation.** The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.
- **Incremental Expansion Fee Calculation.** The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as square feet per officer). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. The level of service standards are determined in a manner similar to the current replacement cost approach used by property insurance companies. However, in contrast to insurance practices, the fee revenues would not be for renewal and/or replacement of existing facilities. Rather, revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

- **Credits.** Regardless of the methodology, a consideration of "credits" is integral to the development of a legally valid impact fee methodology. There are two types of "credits," each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the impact fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

Fee Methodology

Of the fee methodologies discussed above, the *plan-based* methodology is used to calculate impact fees for the County. A summary of impact fee components is provided below:

Figure 1: Summary of Impact Fee Methodology

Fee Category	Service Area	Incremental Expansion	Plan-Based	Cost Recovery	Cost Allocation
Jail	Countywide	n/a	Station Facilities, Vehicles and Apparatus, Equipment	n/a	Population, Nonresidential Vehicle Trips
Sheriff	Countywide	n/a	Station Facilities, Vehicles and Apparatus, Equipment	n/a	Population, Nonresidential Vehicle Trips
EMS	Countywide	n/a	Station Facilities, Vehicles and Apparatus, Equipment	n/a	Population, Nonresidential Vehicle Trips

General Overriding Assumptions

The County is in the unusual position of coordinating a master planned community with a developer in the Mayfield area, on the westernmost portion of the County. This community is large enough to change the proportional makeup of the County. Originally, TishlerBiseGalena had proposed creating a separate service area for this development, but after further review, it was determined that the addition of this community would not materially affect the Impact Fee calculations. As such, the Mayfield area has been included in this study as part of the County.

Additionally, in some Idaho jurisdictions, Sheriff impact fees are not collected by a city that also provides policing services, such as the City of Boise. The Sheriff provides complimentary services to those provided by the local police departments, including dispatch. Sheriff services are a countywide statutory requirement and collection of fees by all jurisdictions within the county is an industry best practice. As such, TischlerBiseGalena recommends that the Sheriff office impact fees be shared equally throughout the County.

Capital Improvement Plan - Sheriff

The County Sheriff impact fee contains components for additional station space and equipment. Functional population is used to determine residential and nonresidential proportionate share factors (i.e., how much of the current infrastructure serves residential or nonresidential land uses).

To serve projected growth over the next ten years, the following infrastructure investment is planned:

- 3,461 square feet of station space
- 17 new pieces of equipment
- Cost recovery for Impact Fee Study

Capital Improvement Plan - Jail

The County Jail impact fee contains components for relocated and additional jail space and additional equipment. Similar to Sheriff, functional population is used to determine residential and nonresidential proportionate share factors (i.e., how much of the current infrastructure serves residential or nonresidential land uses).

To serve projected growth over the next ten years, the following infrastructure investment is planned:

- 13,309 square feet of total Jail space
- 13 new pieces of officer gear for growth related positions
- Cost recovery for Impact Fee Study

Capital Improvement Plan – Emergency Medical Services ("EMS")

The County EMS impact fee contains components for additional station space, vehicles and apparatus, and equipment. Again, similar to Sheriff, functional population is used to determine residential and nonresidential proportionate share factors (i.e., how much of the current infrastructure serves residential or nonresidential land uses).

To serve projected growth over the next ten years, the following infrastructure investment is planned:

- 6,000 square feet of station space
- 1 Quick Response Vehicle
- 31 new pieces of equipment
- Cost recovery for Impact Fee Study

Maximum Supportable Development Impact Fees by Type of Land Use

Figure 2 provides a schedule of the maximum supportable development impact fees by type of land use for the County. The fees represent the highest supportable amount for each type of applicable land use, and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that

are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit. For nonresidential development, the fees are assessed per square foot of floor area. Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11th Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Figure 2: Summary of Maximum Supportable Development Impact Fees by Land Use

Development Type	Sheriff	Jail	EMS	Maximum Supportable Fee
Residential (per housing unit)				
Single Family	$275	$1,664	$426	$2,365
Multifamily	$207	$1,252	$320	$1,779
Nonresidential (per 1,000 square feet)				
Retail	$525	$3,254	$821	$4,600
Office	$202	$1,254	$316	$1,772
Industrial	$91	$563	$142	$796
Institutional	$201	$1,246	$314	$1,761

Calculations throughout this technical memo are based on an analysis conducted using Excel software. Results are discussed in the memo using one-and two-digit places (in most cases), which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

DEVELOPMENT IMPACT FEE ANALYSIS

METHODOLOGY

The County development impact fee includes three components: station expansion, vehicles/apparatus, and equipment. TischlerBiseGalena recommends a *plan-based* approach, based on current capital expansion plans. Per the Idaho Act, capital improvements are limited to those improvements that have a certain lifespan. As specified in 67-8203(3) of the Idaho Act, "'Capital improvements' means improvements with a useful life of ten (10) years or more, by new construction or other action, which increase the service capacity of a public facility."

The residential portion of the fee is derived from the product of persons per housing unit (by type of unit) multiplied by the net capital cost per person. The nonresidential portion is derived from the product of nonresidential vehicle trips per 1,000 square feet of nonresidential space multiplied by the net capital cost per vehicle trip.

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for County facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for County facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

PROPORTIONATE SHARE

TischlerBiseGalena recommends functional population to allocate the cost of County infrastructure to residential and nonresidential development. Functional population is similar to what the U.S. Census Bureau calls "daytime population," by accounting for people living and working in a jurisdiction, but also considers commuting patterns and time spent at home and at nonresidential locations. OnTheMap is a web-based mapping and reporting application that shows where workers are employed and where they live. It describes geographic patterns of jobs by their employment locations and residential locations as well as the connections between the two locations. OnTheMap was developed through a unique partnership between the U.S. Census Bureau and its Local Employment Dynamics (LED) partner states. OnTheMap data is used, as shown in Figure 3, to derive Functional Population shares for County.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in the County boundary are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the population centers are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2020 functional population data for the

County, the cost allocation for residential development is 79 percent while nonresidential development accounts for 21 percent of the demand for County facilities, apparatus and equipment.

Figure 3: Proportionate Share Factors

Elmore County, ID (2020)				
Residential			*Demand*	*Person*
Population*	26,273		*Hours/Day*	*Hours*
Residents Not Working		16,820	20	336,400
Employed Residents		9,453		
Employed in Elmore		3,968	14	55,552
Employed outside Elmore		5,485	14	76,790
		Residential Subtotal		468,742
		Residential Share =>		**79%**
Nonresidential				
Non-working Residents		16,820	4	67,280
Jobs Located in Elmore		6,060		
Residents Employed in Elmore		2,092	10	20,920
Non-Resident Workers (inflow commuters)		3,968	10	39,680
		Nonresidential Subtotal		127,880
		Nonresidential Share =>		**21%**
		TOTAL		596,622

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.
* Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

SERVICE UNITS

Figure 4 displays the service units for residential and nonresidential land uses. For residential development, the service units are persons per housing unit by type of unit. For nonresidential development, the service units are average day nonresidential vehicle trips.

Figure 4: Elmore County Service Units

Residential (per housing unit)

Type of Housing Unit	Persons per Housing Unit*
Single-Family	2.18
Multi-Family	1.64

Nonresidential Development (per 1,000 square feet)

Type	Trips per 1,000 Sq. Ft.**	Trip Rate Adjustment	Adjusted Trips per 1,000 Sq. Ft.
Retail	37.01	38%	14.06
Office	10.84	50%	5.42
Industrial	4.87	50%	2.44
Institutional	10.77	50%	5.39

**Derived from the U.S. Census Bureau American Community*
***ITE Trrip Generation Rates, 11th Edition (2021)*

ELMORE COUNTY SHERIFF LEVEL OF SERVICE ANALYSIS

The following section details the level of service calculations for the County Sheriff.

STATION SPACE

As shown in Figure 5, the County Sheriff currently operates one headquarters, which totals 2,474 square feet and three substations, which total 4,623 square feet. The existing level of service for residential development is 0.21 square feet per person, and the nonresidential level of service is 0.07 square feet per nonresidential vehicle trip. This is determined by multiplying the total square footage by the proportionate share factors (79% for residential development and 21% for nonresidential development), and then dividing the respective totals by the current service units (27,342 persons for residential and 22,540 nonresidential vehicle trips).

Figure 5: Existing Level of Service for Sheriff Station Space

Facility	Square Feet
Headquarters	2,474
Substation MH	2,498
Substation Pine/Atlanta	1,981
Substation GF	144
Total	**7,097**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	79%	21%
Share of Facility Square Feet	5,607	1,490
2021 Population/Nonres.Vehicle Trips	27,342	22,540
Square Feet per Person/Nonres. Trips	**0.21**	**0.07**

EQUIPMENT

As shown in Figure 6, the County Sheriff currently has 92 pieces of equipment. The existing level of service for residential development is 2.66 pieces of equipment for every 1,000 persons, and the nonresidential level of service is 0.86 pieces of equipment per 1,000 nonresidential vehicle trips. This is determined by multiplying the total equipment inventory by the proportionate share factors (79% for residential development and 21% for nonresidential development), and then dividing the respective totals by the current service units (27,342 persons for residential and 22,540 nonresidential vehicle trips) and multiplying by 1,000.

Figure 6: Existing Level of Service for Sheriff Equipment

Equipment	Total Units
Handguns	51
Rifles	9
Shotguns	5
Portable Radios	23
Dispatch Consoles	4
Total	**92**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	79%	21%
Share of Equipment	72.68	19.32
2021 Population/Nonres.Vehicle Trips	27,342	22,540
Equipment per 1,000 Persons/Nonres. Trips	**2.66**	**0.86**

ELMORE COUNTY JAIL LEVEL OF SERVICE ANALYSIS

The following section details the level of service calculations for the County Jail.

FACILITY SPACE

As shown in Figure 7, the County currently operates one jail, which totals 26,182 square feet. The existing level of service for residential development is 0.76 square feet per person, and the nonresidential level of service is 0.24 square feet per nonresidential vehicle trip. This is determined by multiplying the total square footage by the proportionate share factors (79% for residential development and 21% for nonresidential development), and then dividing the respective totals by the current service units (27,342 persons for residential and 22,540 nonresidential vehicle trips).

Figure 7: Existing Level of Service for County Jail Space

Facility	Square Feet
Jail	26,182
Total	**26,182**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	79%	21%
Share of Facility Square Feet	20,684	5,498
2021 Population/Nonres.Vehicle Trips	27,342	22,540
Square Feet per Person/Nonres. Trips	**0.76**	**0.24**

EQUIPMENT

As shown in Figure 8, the County Jail currently has 96 pieces of equipment. The existing level of service for residential development is 2.77 pieces of equipment for every 1,000 persons, and the nonresidential level of service is 0.89 pieces of equipment per 1,000 nonresidential vehicle trips. This is determined by multiplying the total equipment inventory by the proportionate share factors (79% for residential development and 21% for nonresidential development), and then dividing the respective totals by the current service units (27,342 persons for residential and 22,540 nonresidential vehicle trips) and multiplying by 1,000.

Figure 8: Existing Level of Service for County Jail Equipment

Equipment	Total Units
Handguns	24
Rifles	24
Shotguns	24
Portable Radios	24
Total	**96**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	79%	21%
Share of Equipment	75.84	20.16
2021 Population/Nonres.Vehicle Trips	27,342	22,540
Equipment per 1,000 Persons/Nonres. Trips	**2.77**	**0.89**

ELMORE COUNTY EMS LEVEL OF SERVICE ANALYSIS

The following section details the level of service calculations for the County EMS.

STATION SPACE

As shown in Figure 9, the County EMS currently operates three stations, which total 12,600 square feet. The existing level of service for residential development is 0.36 square feet per person, and the nonresidential level of service is 0.12 square feet per nonresidential vehicle trip. This is determined by multiplying the total square footage by the proportionate share factors (79% for residential development and 21% for nonresidential development), and then dividing the respective totals by the current service units (27,342 persons for residential and 22,540 nonresidential vehicle trips).

Figure 9: Existing Level of Service for EMS Station Space

Facility	Square Feet
Main Station	7,800
Glenns Ferry Station	1,800
Pine Station	3,000
Total	**12,600**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	79%	21%
Share of Facility Square Feet	9,954	2,646
2021 Population/Nonres.Vehicle Trips	27,342	22,540
Square Feet per Person/Nonres. Trips	**0.36**	**0.12**

VEHICLES/APPARATUS

As shown in Figure 10, the County EMS currently has 8 pieces of apparatus. The existing level of service for residential development is 0.23 pieces of apparatus per 1,000 persons, and the nonresidential level of service is 0.07 pieces of apparatus per 1,000 nonresidential vehicle trips. This is determined by multiplying the total apparatus inventory by the proportionate share factors (79% for residential development and 21% for nonresidential development), and then dividing the respective totals by the current service units (27,342 persons for residential and 22,540 nonresidential vehicle trips) and then multiplying that amount by 1,000.

Figure 10: Existing Level of Service for EMS Vehicles/Apparatus

Apparatus	Total Units
Quick Response Units	2
Heavy Rescue	2
Medical Rescue	4
Total	**8**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	79%	21%
Share of Apparatus	6.32	1.68
2021 Population/Nonres.Vehicle Trips	27,342	22,540
Apparatus per 1,000 Persons/Nonres. Trips	**0.23**	**0.07**

EQUIPMENT

As shown in Figure 11, the County currently has 57 pieces of equipment. The existing level of service for residential development is 1.65 pieces of equipment for every 1,000 persons, and the nonresidential level of service is 0.53 pieces of equipment per 1,000 nonresidential vehicle trips. This is determined by multiplying the total equipment inventory by the proportionate share factors (79% for residential development and 21% for nonresidential development), and then dividing the respective totals by the current service units (27,342 persons for residential and 22,540 nonresidential vehicle trips) and multiplying by 1,000.

Figure 11: Existing Level of Service for EMS Equipment

Equipment	Total Units
Stryker Systems	5
Zoll Monitors	7
Portable Radios	28
ATV - Automatic Transport Ventilator	5
Saphire Infusion Pumps	6
CradlePoint	6
Total	**57**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	79%	21%
Share of Equipment	45.03	11.97
2021 Population/Nonres.Vehicle Trips	27,342	22,540
Equipment per 1,000 Persons/Nonres. Trips	**1.65**	**0.53**

ANTICIPATED SHIFT IN RESIDENTIAL/NONRESIDENTIAL MIX

As stated previously, development in the Mayfield area is anticipated to shift the mixture of residential and nonresidential uses. The proposed residential development in the area is projected to shift the residential share of the total county upward from 79% to 85% and the nonresidential share downward from 21% to 15%. This new mix was used to calculate the level of service for all forward-facing capital improvement projects. To ensure that new development is not paying to elevate the overall level of service in the County, we compared each component of the Capital Improvement Plan to the existing level of service and then aggregated all of the components. There were instances where one component was higher than the existing level of service but, in total and when fully executed, the Capital Improvement Plan would not exceed the existing level of service for the County.

PLANNED GROWTH-RELATED INFRASTRUCTURE IMPROVEMENTS – ELMORE COUNTY SHERIFF

PLANNED SHERIFF STATION SPACE

The County Sheriff plans on building three substations in Mayfield, Prairie and Glenns Ferry, in an effort to meet anticipated growth in those areas. Additionally, expansion of both their headquarters and the Pine/Atlanta substation is anticipated to service the growth that is projected to occur in those areas. As shown in Figure 12, the County anticipates that approximately 3,461 square feet of building space at an estimated cost of $1.7 million, would be sufficient through the year 2031. This would include a building footprint of approximately 980 square feet, with an estimated cost of $490,000 for Mayfield, 320 square feet and an estimated cost of $160,000 for Prairie, and 800 square feet and an estimated cost of $400,000 for Glenns Ferry. As shown in Figure 12, residential new development is being charged for a level of service that is slightly below that which currently exists in the County. For example, as shown previously in Figure 5, the existing level of service per person is 0.21 square feet, compared to 0.20 square feet per person for the impact fee calculation. Additionally, nonresidential development is being charged for a level of service that is lower than what currently exists in the County. The existing level of service per nonresidential vehicle trip is 0.07 square feet, compared to 0.06 square feet per nonresidential vehicle trip for the impact fee calculation.

As shown in Figure 12, the cost per residential and nonresidential service unit is determined by multiplying the planned square footage (3,461) by the proportionate share factors (85% for residential and 15% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (14,918 persons and 8,822 nonresidential vehicle trips). When the resulting residential and nonresidential levels of service (0.20 square feet per person and 0.06 square feet per nonresidential trip) are compared to the cost per square foot ($500), the resulting cost per service units are $100 per person and $30 per nonresidential vehicle trip.

Figure 12: Planned Sheriff Station Infrastructure and Cost per Service Unit

Facility	Square Feet	Cost per Square Foot	Estimated Cost
Headquarters	861	$500	$430,500
Substation Pine/Atlanta	500	$500	$250,000
Substation Mayfield	980	$500	$490,000
Substation Glenns Ferry	800	$500	$400,000
Substation Prairie	320	$500	$160,000
Total	**3,461**	**$500**	**$1,730,500**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	85%	15%
Share of Facility Square Feet	2,942	519
Projected 2031 Population/Nonres.Vehicle Trips	14,918	8,822
Square Feet per Person/Nonres. Trips	**0.20**	**0.06**

Cost Analysis	**Residential**	**Nonresidential**
Square Feet per Person/Nonres. Trips	0.20	0.06
Average Cost per Square Foot	$500	$500
Capital Cost Per Person/Nonres. Trip	**$100**	**$30**

PLANNED SHERIFF EQUIPMENT

To complement both new and expanded stations, the County plans on purchasing 17 pieces of new equipment. As shown in Figure 13, the estimated cost of the equipment is $445,766. Similar to the planned stations, the County estimates the equipment will be sufficient through the year 2031. To ensure new development is not paying to elevate the level of service in the County, we compared the number of planned equipment (17 pieces) to the increase in residential and nonresidential service units through 2031. As shown in Figure 13, new development is actually being charged for a significantly lower level of service than what currently exists in the County. For example, as shown previously in Figure 6, the existing level of service per 1,000 persons is 2.66 equipment units, compared to 0.95 equipment units per 1,000 persons for the impact fee calculation.

As shown in Figure 13, the cost per residential and nonresidential service unit is determined by multiplying the planned equipment (17) by the proportionate share factors (85% for residential and 15% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (14,918 persons and 8,822 nonresidential vehicle trips). When the resulting residential and nonresidential levels of service (0.95 equipment units per 1,000 persons and 0.28 equipment units per 1,000 nonresidential trip) are compared to the weighted average cost per equipment ($26,693), the resulting cost per service units are $25 per person and $7 per nonresidential vehicle trip.

Figure 13: Planned Sheriff Equipment and Cost per Service Unit

Equipment	Total Units	Cost per Unit	Estimated Cost
Dispatch Consoles	3	$101,250	$303,750
New Officer Gear	8	$2,270	$18,164
Mayfield Dispatch Consoles	1	$112,500	$112,500
Mayfield New Officer Gear	5	$2,270	$11,352
Total	**17**	**$26,693**	**$445,766**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	85%	15%
Share of Equipment	14.20	2.51
Projected 2031 Population/Nonres.Vehicle Trips	14,918	8,822
Equipment per 1,000 Persons/Nonres. Trips	**0.95**	**0.28**

Cost Analysis	Residential	Nonresidential
Equipment per 1,000 Persons/Nonres. Trips	0.95	0.28
Average Cost per Unit	$26,693	$26,693
Capital Cost Per Person/Nonres. Trip	**$25**	**$7**

Cost to Prepare Development Impact Fee Report

The cost to prepare the Capital Improvement Plan and Development Impact Fee Report totals $10,000. The County will need to update its report every five years. Based on this cost, proportionate share, and five-year projections of new residential and nonresidential development from the Appendix B (Demographic Assumptions), the cost is $1.24 per person and $0.35 per nonresidential vehicle trip.

Figure 14: Cost to Prepare Development Impact Fee Report

Component	*Cost*	*Demand Indicator*	*Proportionate Share*	*Cost Allocation*				Cost per Demand Unit Increase
				Units	*2022*	*2027*	*Increase*	
Sheriff	$10,000	Residential	85%	Population	28,311	35,159	6,849	**$1.24**
		Nonresidential	15%	Vehicle Trips	23,287	27,513	4,225	**$0.35**

PLANNED GROWTH-RELATED INFRASTRUCTURE IMPROVEMENTS – ELMORE COUNTY JAIL

Planned County Jail Facilities

The current County Jail is at capacity and the location will not allow for expansion. As such, the County plans on building a new Jail facility, in a new location. The cost for this facility has been segmented into growth and non-growth-related funding components. As shown in Figure 15, the County anticipates that the growth portion of the building footprint would be approximately 7,855 square feet, with an estimated cost of $7,854,600 along with an additional 5,455 square feet at an estimated cost of $5,454,583 related to the Mayfield area development. The County believes this would be sufficient through the year 2031 and intends to fund the remainder of the jail facility from other sources. As shown in Figure 15, residential

new development is being charged for a level of service that is equivalent to what currently exists in the County. For example, as shown previously in Figure 7, the existing level of service per person is 0.76 square feet, compared to 0.76 square feet per person for the impact fee calculation. Additionally, nonresidential development is also being charged for a level of service commensurate with that which currently exists in the County. The existing level of service per nonresidential vehicle trip is 0.24 square feet, compared to 0.23 square feet per nonresidential vehicle trip for the impact fee calculation.

As shown in Figure 15, the cost per residential and nonresidential service unit is determined by multiplying the planned square footage (13,309) by the proportionate share factors (85% for residential and 15% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (14,918 persons and 8,822 nonresidential vehicle trips). When the resulting residential and nonresidential levels of service (0.76 square feet per person and 0.23 square feet per nonresidential trip) are compared to the cost per square foot ($1,000), the resulting cost per service units are $760 per person and $230 per nonresidential vehicle trip.

Figure 15: Planned County Jail Facility Infrastructure and Cost per Service Unit

Facility	Square Feet	Cost per Square Foot	Estimated Cost
Jail	7,855	$1,000	$7,854,600
Jail - Mayfield Impact	5,455	$1,000	$5,454,583
Total	**13,309**	**$1,000**	**$13,309,183**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	85%	15%
Share of Facility Square Feet	11,313	1,996
Projected 2031 Population/Nonres.Vehicle Trips	14,918	8,822
Square Feet per Person/Nonres. Trips	**0.76**	**0.23**

Cost Analysis	**Residential**	**Nonresidential**
Square Feet per Person/Nonres. Trips	0.76	0.23
Average Cost per Square Foot	$1,000	$1,000
Capital Cost Per Person/Nonres. Trip	**$760**	**$230**

PLANNED COUNTY JAIL EQUIPMENT

To complement the new jail, the County plans on purchasing officer gear for the newly hired staff necessary to maintain service levels. As shown in Figure 16, the estimated cost of the equipment is $29,900. Similar to the planned jail facility, the County estimates the equipment will be sufficient through the year 2031. To ensure new development is not paying to elevate the level of service in the County, we compared the number of planned equipment (13 pieces) to the increase in residential and nonresidential service units through 2031. As shown in Figure 16, similar to station space new development is actually being charged for a significantly lower level of service than what currently exists in the County. For example, as shown previously in Figure 8, the existing level of service per 1,000 persons is 2.77 equipment units, compared to 0.74 equipment units per 1,000 persons for the impact fee calculation.

As shown in Figure 16, the cost per residential and nonresidential service unit is determined by multiplying the planned equipment (13) by the proportionate share factors (85% for residential and 15% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (14,918 persons and 8,822 nonresidential vehicle trips). When the resulting residential and nonresidential levels of service (0.74 equipment units per 1,000 persons and 0.22 equipment units per 1,000 nonresidential trip) are compared to the weighted average cost per equipment ($2,300), the resulting cost per service units are $2 per person and $1 per nonresidential vehicle trip.

Figure 16: Planned County Jail Equipment and Cost per Service Unit

Equipment	Total Units	Cost per Unit	Estimated Cost
New Officer Gear	8	$2,300	$18,400
New Officer Gear - Mayfield	5	$2,300	$11,500
Total	**13**	**$2,300**	**$29,900**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	85%	15%
Share of Equipment	11.05	1.95
Projected 2031 Population/Nonres.Vehicle Trips	14,918	8,822
Equipment per 1,000 Persons/Nonres. Trips	**0.74**	**0.22**

Cost Analysis	**Residential**	**Nonresidential**
Equipment per 1,000 Persons/Nonres. Trips	0.74	0.22
Average Cost per Unit	$2,300	$2,300
Capital Cost Per Person/Nonres. Trip	**$2**	**$1**

Cost to Prepare Development Impact Fee Report

The cost to prepare the Capital Improvement Plan and Development Impact Fee Report totals $10,000. The County will need to update its report every five years. Based on this cost, proportionate share, and five-year projections of new residential and nonresidential development from the Appendix B (Demographic Assumptions), the cost is $1.24 per person and $0.35 per nonresidential vehicle trip.

Figure 17: Cost to Prepare Development Impact Fee Report

Component	*Cost*	*Demand Indicator*	*Proportionate Share*	*Cost Allocation*				Cost per Demand Unit Increase
				Units	*2022*	*2027*	*Increase*	
Jail	$10,000	Residential	85%	Population	28,311	35,159	6,849	**$1.24**
		Nonresidential	15%	Vehicle Trips	23,287	27,513	4,225	**$0.35**

PLANNED GROWTH-RELATED INFRASTRUCTURE IMPROVEMENTS – ELMORE COUNTY EMS

PLANNED EMS STATIONS

The County, along with the City of Mountain Home, plan on co-locating the construction of a building in the western portion of Mountain Home for joint Fire and EMS delivery. Additionally, the County plans on building a new station in Mayfield, and an expansion of the Glenns Ferry and Pine stations, to service the growth that is projected to occur in those areas. As shown in Figure 18, the County anticipates that a building footprint of approximately 1,600 square feet, with an estimated cost of $720,000 for each of the two new stations, along with 2,800 total square feet of expansions at an estimated cost of $1.26 million, would be sufficient through the year 2031. As shown in Figure 18, residential new development is being charged for a level of service that is below that which currently exists in the County. For example, as shown previously in Figure 9, the existing level of service per person is 0.36 square feet, compared to 0.34 square feet per person for the impact fee calculation. Additionally, nonresidential development is being charged for a level of service that is lower than what currently exists in the County. The existing level of service per nonresidential vehicle trip is 0.12 square feet, compared to 0.10 square feet per nonresidential vehicle trip for the impact fee calculation.

As shown in Figure 18, the cost per residential and nonresidential service unit is determined by multiplying the planned square footage (6,000) by the proportionate share factors (85% for residential and 15% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (14,918 persons and 8,822 nonresidential vehicle trips). When the resulting residential and nonresidential levels of service (0.34 square feet per person and 0.10 square feet per nonresidential trip) are compared to the cost per square foot ($450), the resulting cost per service units are $153 per person and $45 per nonresidential vehicle trip.

Figure 18: Planned EMS Station Infrastructure and Cost per Service Unit

Facility	Square Feet	Cost per Square Foot	Estimated Cost
Mountain Home West Station	1,600	$450	$720,000
Glenns Ferry Station	1,400	$450	$630,000
Pine Station	1,400	$450	$630,000
Mayfield EMS Station	1,600	$450	$720,000
Total	**6,000**	**$450**	**$2,700,000**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	85%	15%
Share of Facility Square Feet	5,100	900
Projected 2031 Population/Nonres.Vehicle Trips	14,918	8,822
Square Feet per Person/Nonres. Trips	**0.34**	**0.10**

Cost Analysis	**Residential**	**Nonresidential**
Square Feet per Person/Nonres. Trips	0.34	0.10
Average Cost per Square Foot	$450	$450
Capital Cost Per Person/Nonres. Trip	**$153**	**$45**

PLANNED EMS VEHICLES/APPARATUS

To compliment the planned Mayfield station, the County plans on purchasing 1 additional piece of apparatus - a quick response unit. As shown in Figure 19, the estimated cost of the apparatus is $250,000. Similar to the planned station, the County estimates the apparatus will be sufficient through the year 2031. To ensure new development is not paying to elevate the level of service in the County, we compared the number of planned apparatus (1 pieces) to the increase in residential and nonresidential service units through 2031. As shown in Figure 19, similar to station space new development is actually being charged for a substantially lower level of service than what currently exists in the County. For example, as shown previously in Figure 10,the existing level of service per 1,000 persons is 0.23 vehicles/apparatus, compared to 0.06 vehicles/apparatus per 1,000 persons for the impact fee calculation.

As shown in Figure 19, the cost per residential and nonresidential service unit is determined by multiplying the planned apparatus (1) by the proportionate share factors (85% for residential and 15% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (14,918 persons and 8,822 nonresidential vehicle trips). When the resulting residential and nonresidential levels of service 0.06 vehicles/apparatus per 1,000 persons and 0.02 apparatus per 1,000 nonresidential trips) are compared to the weighted average cost per apparatus ($250,000), the resulting cost per service units are $15 per person and $5 per nonresidential vehicle trip.

Figure 19: Planned EMS Vehicles/Apparatus and Cost per Service Unit

Apparatus	Total Units	Cost per Vehicle	Estimated Cost
Mayfield Quick Response Units	1	$250,000	$250,000
Total	**1**	**$250,000**	**$250,000**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	85%	15%
Share of Apparatus	0.85	0.15
Projected 2031 Population/Nonres.Vehicle Trips	14,918	8,822
Apparatus per 1,000 Persons/Nonres. Trips	**0.06**	**0.02**

Cost Analysis	**Residential**	**Nonresidential**
Apparatus per 1,000 Persons/Nonres. Trips	0.06	0.02
Average Cost per Unit	$250,000	$250,000
Capital Cost Per Person/Nonres. Trip	**$15**	**$5**

PLANNED EMS EQUIPMENT

Again, to complement both the new and expanded stations and additional vehicles, the County plans on purchasing multiple pieces of equipment. As shown in Figure 20, the estimated cost of the equipment is $449,400. Similar to the planned station, the County estimates the equipment will be sufficient through the year 2031. To ensure new development is not paying to elevate the level of service in the County, we

compared the number of planned equipment (31 pieces) to the increase in residential and nonresidential service units through 2031. As shown in Figure 20, new development is actually being charged for a slightly higher level of service than what currently exists in the County. For example, as shown previously in Figure 11, the existing level of service per 1,000 persons is 1.65 equipment units, compared to 1.77 equipment units per 1,000 persons for the impact fee calculation. As stated earlier in this report, when viewed from a systemwide approach, this slight increase in equipment service levels is more than offset by the reduced service levels in apparatus, especially when comparing the average costs per unit for apparatus at $250,000 versus $14,497 for equipment.

As shown in Figure 20, the cost per residential and nonresidential service unit is determined by multiplying the planned equipment (31) by the proportionate share factors (85% for residential and 15% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (14,918 persons and 8,822 nonresidential vehicle trips). When the resulting residential and nonresidential levels of service (1.77 equipment units per 1,000 persons and 0.53 equipment units per 1,000 nonresidential trip) are compared to the weighted average cost per equipment ($14,497), the resulting cost per service units are $26 per person and $8 per nonresidential vehicle trip.

Figure 20: Planned EMS Equipment and Cost per Service Unit

Equipment	Total Units	Cost per Unit	Estimated Cost
Stryker Systems	4	$45,000	$180,000
Zoll Monitors	4	$32,000	$128,000
Portable Radios	6	$1,200	$7,200
ATV - Automatic Transport Ventilator	4	$4,500	$18,000
Saphire Infusion Pumps	4	$3,500	$14,000
CradlePoint	4	$4,000	$16,000
Mayfield Stryker Systems	1	$45,000	$45,000
Mayfield Zoll Monitors	1	$32,000	$32,000
Mayfield Portable Radios	1	$1,200	$1,200
Mayfield ATV - Automatic Transport Ventilator	1	$4,500	$4,500
Mayfield Saphire Infusion Pumps	1	$3,500	$3,500
Total	**31**	**$14,497**	**$449,400**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	85%	15%
Share of Equipment	26.35	4.65
Projected 2031 Population/Nonres.Vehicle Trips	14,918	8,822
Equipment per 1,000 Persons/Nonres. Trips	**1.77**	**0.53**

Cost Analysis	**Residential**	**Nonresidential**
Equipment per 1,000 Persons/Nonres. Trips	1.77	0.53
Average Cost per Unit	$14,497	$14,497
Capital Cost Per Person/Nonres. Trip	**$26**	**$8**

Cost to Prepare Development Impact Fee Report

The cost to prepare the Capital Improvement Plan and Development Impact Fee Report totals $10,000. The County will need to update its report every five years. Based on this cost, proportionate share, and five-year projections of new residential and nonresidential development from the Appendix B (Demographic Assumptions), the cost is $1.24 per person and $0.35 per nonresidential vehicle trip.

Figure 21: Cost to Prepare Development Impact Fee Report

Component	Cost	Demand Indicator	Proportionate Share	Cost Allocation				Cost per Demand Unit Increase
				Units	2022	2027	Increase	
EMS	$10,000	Residential	85%	Population	28,311	35,159	6,849	**$1.24**
		Nonresidential	15%	Vehicle Trips	23,287	27,513	4,225	**$0.35**

INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

COUNTY SHERIFF VARIABLES AND IMPACT FEES

Cost factors for County Sheriff facilities, equipment, and professional services are summarized at the top of Figure 22. The residential impact fees are calculated by multiplying the $126 cost per person by the service unit ratios (persons per housing unit) for each housing type. Nonresidential development fees are calculated by multiplying the $37 per nonresidential vehicle trip by the average weekday vehicle trips per 1,000 square feet ratios and the trip adjustment factors for each development type.

Figure 22: Elmore County Sheriff Maximum Supportable Impact Fees

	Proposed Fees	
Fee Component	**Cost per Person**	**Cost per Nonres. Vehicle Trips**
Sheriff Stations	$100.00	$30.00
Sheriff Vehicles and Apparatus	$0.00	$0.00
Sheriff Equipment	$25.00	$7.00
Cost of Impact Fee Study	$1.24	$0.35
Gross Total	$126.24	$37.35
Net Total	**$126.24**	**$37.35**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.18	**$275**
Multifamily	1.64	**$207**

Nonresidential

Development Type	Trips per 1,000 Sq. Ft.	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	14.06	**$525**
Office	5.42	**$202**
Industrial	2.44	**$91**
Institutional	5.39	**$201**

COUNTY JAIL VARIABLES AND IMPACT FEES

Cost factors for County Jail facilities, equipment, and professional services are summarized at the top of Figure 23. The residential impact fees are calculated by multiplying the $763 cost per person by the service unit ratios (persons per housing unit) for each housing type. Nonresidential development fees are calculated by multiplying the $231 per nonresidential vehicle trip by the average weekday vehicle trips per 1,000 square feet ratios and the trip adjustment factors for each development type.

Figure 23: Elmore County Jail Maximum Supportable Impact Fees

Fee Component	Proposed Fees	
	Cost per Person	Cost per Nonres. Vehicle Trips
Jail	$760.00	$230.00
Jail Vehicles and Apparatus	$0.00	$0.00
Jail Equipment	$2.00	$1.00
Cost of Impact Fee Study	$1.24	$0.35
Gross Total	$763.24	$231.35
Net Total	**$763.24**	**$231.35**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.18	**$1,664**
Multifamily	1.64	**$1,252**

Nonresidential

Development Type	Trips per 1,000 Sq. Ft.	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	14.06	**$3,254**
Office	5.42	**$1,254**
Industrial	2.44	**$563**
Institutional	5.39	**$1,246**

COUNTY EMS VARIABLES AND IMPACT FEES

Cost factors for County facilities, apparatus, and professional services are summarized at the top of Figure 24. The residential impact fees are calculated by multiplying the $195 cost per person by the service unit ratios (persons per housing unit) for each housing type. Nonresidential development fees are calculated by multiplying the $58 per nonresidential vehicle trip by the average weekday vehicle trips per 1,000 square feet ratios and the trip adjustment factors for each development type.

Figure 24: Elmore County EMS Maximum Supportable Impact Fees

Fee Component	Proposed Fees	
	Cost per Person	Cost per Nonres. Vehicle Trips
EMS Stations	$153.00	$45.00
EMS Vehicles and Apparatus	$15.00	$5.00
EMS Equipment	$26.00	$8.00
Cost of Impact Fee Study	$1.24	$0.35
Gross Total	$195.24	$58.35
Net Total	**$195.24**	**$58.35**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.18	**$426**
Multifamily	1.64	**$320**

Nonresidential

Development Type	Trips per 1,000 Sq. Ft.	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	14.06	**$821**
Office	5.42	**$316**
Industrial	2.44	**$142**
Institutional	5.39	**$314**

CAPITAL IMPROVEMENT PLANS

The following section provides a summary of the Capital Improvement Plans depicting growth-related capital demands and costs on which the County impact fees are based.

First, Figure 25 lists the projected growth over the next ten years in the County. Overall, there is about a 34 percent increase is residential development (14,918 new residents and 7,242 new housing units) and a 162 percent increase in nonresidential development (2,870 new jobs and 1.34 million square feet of development).

Figure 25: Ten-Year Projected Residential and Nonresidential Growth

Elmore County, ID	Base Year 2021	1 2022	2 2023	3 2024	4 2025	5 2026	6 2027	7 2028	8 2029	9 2030	10 2031	Total Increase
Population [1]	27,342	28,311	29,280	30,248	31,217	33,188	35,159	37,131	39,102	41,073	42,260	**14,918**
Housing Units by Type [2]												
Single Family	10,981	11,373	11,765	12,157	12,549	13,363	14,177	14,991	15,805	16,619	17,096	**6,115**
Multifamily	2,060	2,133	2,206	2,279	2,352	2,501	2,650	2,799	2,948	3,097	3,187	**1,127**
Total Housing Units	13,041	13,506	13,971	14,436	14,901	15,864	16,827	17,790	18,753	19,716	20,283	**7,242**
Jobs [3]												
Retail	1,995	2,061	2,131	2,204	2,280	2,359	2,442	2,530	2,622	2,704	2,788	**793**
Office	596	616	637	658	681	705	730	756	783	808	833	**237**
Industrial	2,224	2,299	2,376	2,457	2,542	2,630	2,723	2,821	2,924	3,015	3,109	**885**
Institutional	2,593	2,675	2,760	2,848	2,939	3,033	3,129	3,229	3,332	3,438	3,547	**955**
Total Jobs	7,407	7,651	7,904	8,167	8,441	8,726	9,024	9,335	9,661	9,964	10,277	**2,870**
Nonresidential Floor Area (1,000 sq. ft.) [4]												
Retail	939	971	1,004	1,038	1,074	1,111	1,150	1,192	1,235	1,273	1,313	**374**
Office	183	189	195	202	209	216	224	232	240	248	256	**73**
Industrial	1,417	1,464	1,514	1,565	1,619	1,675	1,735	1,797	1,862	1,920	1,980	**564**
Institutional	907	936	966	997	1,029	1,061	1,095	1,130	1,166	1,203	1,242	**334**
Total Floor Area	3,447	3,561	3,679	3,802	3,930	4,064	4,204	4,350	4,504	4,645	4,791	**1,344**

[1] Population growth is based on housing development and persons per housing unit factors
[2] Five-year average of building permits is assumed to continue over the next ten years
[3] Source: American Census Bureau OnTheMap
[4] Source: TischlerBise analysis; Institute of Transportation Engineers, Trip Generation, 2021

The Idaho Development Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to the Capital Improvement Plan included in this study will occur within five years.

CAPITAL IMPROVEMENT PLANS

Summaries of the capital improvement plans for all three County services are shown below in Figure 26, Figure 27, and Figure 28. As shown, the following additional infrastructure is needed to maintain current levels of service over the next ten years:

- County Sheriff – 3,461 square feet of station space with an estimated cost of $1,730,500; 17 pieces of equipment with an estimated cost of $445,766; and the cost of the first of two required Impact Fee Studies.

- County Jail – 13,309 square feet of jail space with an estimated cost of $13,309,183; 13 pieces of equipment with an estimated cost of $29,900; and the cost of the first of two required Impact Fee Studies.
- County EMS – 6,000 square feet of station space with an estimated cost of $2,700,000; 1 piece of apparatus with an estimated cost of $250,000 and 31 pieces of equipment with an estimated cost of $449,400; and the cost of the first of two required Impact Fee Studies.

Figure 26: Elmore County Sheriff Capital Improvement Plan

Type of Capital Infrastructure	Description	Units #/Sq.Ft	Cost $/Unit	Total Cost	Growth Allocation	Subject to Impact Fees	Funding from Other Sources
Facilities							
Headquarters	Additional Space to Accommodate Growth Related Officers	861	500	430,500	100%	430,500	0
Substation Pine/Atlanta	Summer Peaks at 15,000 people	2,000	500	1,000,000	25%	250,000	750,000
Substation Mayfield	Add as New Service Area	980	500	490,000	100%	490,000	0
Substation Glenns Ferry	Add for Growth	2,000	500	1,000,000	40%	400,000	600,000
Substation Prairie	Add for Growth	800	500	400,000	40%	160,000	240,000
Total Facilities	Growth Adjusted Number of Units	3,461		3,320,500		1,730,500	1,590,000
Equipment							
Dispatch Consoles	Add for Growth	3	112,500	337,500	90%	303,750	33,750
New Officer Gear	Additional Equipment to Accommodate Growth Related Officers	8	2,270	18,164	100%	18,164	0
Mayfield Dispatch Consoles	Add as New Service Area	1	112,500	112,500	100%	112,500	0
Mayfield New Officer Gear	Add for Growth	5	2,270	11,352	100%	11,352	0
Total Equipment	Growth Adjusted Number of Units	17		479,516		445,766	33,750
Total Capital Needs		3,478		3,800,016		2,176,266	1,623,750
Minus Current Impact Fee Fund Balance				0	100%	0	0
Plus Impact Fee Study				10,000	100%	10,000	0
Total Capital Improvement Plan				3,810,016		2,186,266	1,623,750

Figure 27: Elmore County Jail Capital Improvement Plan

Type of Capital Infrastructure	Description	Units #/Sq.Ft	Cost $/Unit	Total Cost	Growth Allocation	Subject to Impact Fees	Funding from Other Sources
Facilities							
Jail	44 Additional Beds to Accommodate Growth	8,727	1,000	8,727,333	90%	7,854,600	872,733
Jail	Replacement of Existing	26,182	1,000	26,182,000	0%	0	26,182,000
Jail - Mayfield Impact	Added Mayfield Growth to County Model for Combined Impact	5,455	1,000	5,454,583	100%	5,454,583	0
Total Facilities	Growth Adjusted Number of Units	13,309		40,363,917		13,309,183	27,054,733
Vehicles							
Total Vehicles	Growth Adjusted Number of Units	0.0		0		0	0
Equipment							
New Officer Gear	Additional Equipment to Accommodate Growth Related Officers	8	2,300	18,400	100%	18,400	0
New Officer Gear - Mayfield	Added Mayfield Growth to County Model for Combined Impact	5	2,300	11,500	100%	11,500	0
Total Equipment	Growth Adjusted Number of Units	13		29,900		29,900	0
Total Capital Needs		13,322		40,393,817		13,339,083	27,054,733
Minus Current Impact Fee Fund Balance				0	100%	0	0
Plus Impact Fee Study				10,000	100%	10,000	0
Total Capital Improvement Plan				40,403,817		13,349,083	27,054,733

Figure 28: Elmore County EMS Capital Improvement Plan

Type of Capital Infrastructure	Description	Units #/Sq.Ft	Cost $/Unit	Total Cost	Growth Allocation	Subject to Impact Fees	Funding from Other Sources
Facilities							
Mountain Home West Station	Either co-located or stand alone	1,600	450	720,000	100%	720,000	0
Glenns Ferry Station		1,400	450	630,000	100%	630,000	0
Pine Station		1,400	450	630,000	100%	630,000	0
Mayfield EMS Station	Add as New Service Area	1,600	450	720,000	100%	720,000	0
Total Facilities	Growth Adjusted Number of Units	6,000		2,700,000		2,700,000	0
Vehicles							
Mayfield Quick Response Units	Add as New Service Area	1	250,000	250,000	100%	250,000	0
Total Vehicles	Growth Adjusted Number of Units	1.0		250,000		250,000	0
Equipment							
Stryker Systems		4	45,000	180,000	100%	180,000	0
Zoll Monitors		4	32,000	128,000	100%	128,000	0
Portable Radios		6	1,200	7,200	100%	7,200	0
ATV - Automatic Transport Ventilator		4	4,500	18,000	100%	18,000	0
Saphire Infusion Pumps		4	3,500	14,000	100%	14,000	0
CradlePoint		4	4,000	16,000	100%	16,000	0
Mayfield Stryker Systems	Add as New Service Area	1	45,000	45,000	100%	45,000	0
Mayfield Zoll Monitors	Add as New Service Area	1	32,000	32,000	100%	32,000	0
Mayfield Portable Radios	Add as New Service Area	1	1,200	1,200	100%	1,200	0
Mayfield ATV - Automatic Transport Ventilator	Add as New Service Area	1	4,500	4,500	100%	4,500	0
Mayfield Saphire Infusion Pumps	Add as New Service Area	1	3,500	3,500	100%	3,500	0
Total Equipment	Growth Adjusted Number of Units	31		449,400		449,400	0
Total Capital Needs		6,032		3,399,400		3,399,400	0
Minus Current Impact Fee Fund Balance				0	100%	0	0
Plus Impact Fee Study				10,000	100%	10,000	0
Total Capital Improvement Plan				3,409,400		3,409,400	0

FUNDING SOURCES FOR CAPITAL IMPROVEMENTS

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8209(2)). Currently, there are no dedicated revenues being collected by the County to fund growth-related projects.

Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs to the County for their facilities. Evidence is given in Figure 29, Figure 30, Figure 31 and in the specific chapters of this report that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no revenue credits.

Potential development impact fee revenues are summarized in Figure 29, Figure 30, and Figure 31 assuming implementation of the fees at the maximum supportable level as indicated in this report. Based on the land use assumptions detailed in the Appendix, over the next ten years the County development impact fees for Sheriff, Jail and EMS are projected to generate approximately $3.5 million, $13.6 million, and $3.5 million, respectively. At the bottom of the figure, the estimated revenues are compared to the estimated growth-related capital costs. The impact fee revenues are projected to completely offset the capital costs.

Figure 29: Projected County Sheriff Development Impact Fee Revenue

		Single Family $426 per unit	Multifamily $320 per unit	Retail $821 per KSF	Office $316 per KSF	Industrial $142 per KSF	Institutional $314 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2021	10,981	2,060	939	183	1,417	907
Year 1	2022	11,373	2,133	971	189	1,464	936
Year 2	2023	11,765	2,206	1,004	195	1,514	966
Year 3	2024	12,157	2,279	1,038	202	1,565	997
Year 4	2025	12,549	2,352	1,074	209	1,619	1,029
Year 5	2026	13,363	2,501	1,111	216	1,675	1,061
Year 6	2027	14,177	2,650	1,150	224	1,735	1,095
Year 7	2028	14,991	2,799	1,192	232	1,797	1,130
Year 8	2029	15,805	2,948	1,235	240	1,862	1,166
Year 9	2030	16,619	3,097	1,273	248	1,920	1,203
Year 10	2031	17,096	3,187	1,313	256	1,980	1,242
Ten-Year Increase		6,115	1,127	374	73	564	334
Projected Revenue =>		$2,604,990	$360,640	$306,816	$22,994	$80,025	$104,931
						Projected Revenue =>	**$3,480,000**
						Total Expenditures =>	**$3,409,000**
						Non-Impact Fee Funding =>	**$0**

Figure 30: Projected County Jail Development Impact Fee Revenue

		Single Family $1,664 per unit	Multifamily $1,252 per unit	Retail $3,254 per KSF	Office $1,254 per KSF	Industrial $563 per KSF	Institutional $1,246 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2021	10,981	2,060	939	183	1,417	907
Year 1	2022	11,373	2,133	971	189	1,464	936
Year 2	2023	11,765	2,206	1,004	195	1,514	966
Year 3	2024	12,157	2,279	1,038	202	1,565	997
Year 4	2025	12,549	2,352	1,074	209	1,619	1,029
Year 5	2026	13,363	2,501	1,111	216	1,675	1,061
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Year 8	2029	15,805	2,948	1,235	240	1,862	1,166
Year 9	2030	16,619	3,097	1,273	248	1,920	1,203
Year 10	2031	17,096	3,187	1,313	256	1,980	1,242
Ten-Year Increase		6,115	1,127	374	73	564	334
Projected Revenue =>		$10,175,360	$1,411,004	$1,216,054	$91,247	$317,280	$416,383
						Projected Revenue =>	**$13,627,000**
						Total Expenditures =>	**$13,349,000**
						Non-Impact Fee Funding =>	**$0**

Figure 31: Projected County EMS Development Impact Fee Revenue

Year		Single Family $426 per unit	Multifamily $320 per unit	Retail $821 per KSF	Office $316 per KSF	Industrial $142 per KSF	Institutional $314 per KSF
		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2021	10,981	2,060	939	183	1,417	907
Year 1	2022	11,373	2,133	971	189	1,464	936
Year 2	2023	11,765	2,206	1,004	195	1,514	966
Year 3	2024	12,157	2,279	1,038	202	1,565	997
Year 4	2025	12,549	2,352	1,074	209	1,619	1,029
Year 5	2026	13,363	2,501	1,111	216	1,675	1,061
Year 6	2027	14,177	2,650	1,150	224	1,735	1,095
Year 7	2028	14,991	2,799	1,192	232	1,797	1,130
Year 8	2029	15,805	2,948	1,235	240	1,862	1,166
Year 9	2030	16,619	3,097	1,273	248	1,920	1,203
Year 10	2031	17,096	3,187	1,313	256	1,980	1,242
Ten-Year Increase		6,115	1,127	374	73	564	334
Projected Revenue =>		$2,604,990	$360,640	$306,816	$22,994	$80,025	$104,931
						Projected Revenue =>	**$3,480,000**
						Total Expenditures =>	**$3,409,000**
						Non-Impact Fee Funding =>	**$0**

PROPORTIONATE SHARE ANALYSIS

Development impact fees for the County are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the County in the provision of system improvements to serve new development. The County will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

1) The development impact fees for the County are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by the County. Projects are included in the County's capital improvements plan and will be included in annual capital budgets.
2) Estimated development impact fee revenue was based on the maximum supportable development impact fees for the one, Countywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements.
3) TischlerBiseGalena has evaluated the extent to which new development may contribute to the cost of public facilities. The development impact fees will enable the redirection of current revenues allocated for applicable public facilities. Also, the report has shown that all applicable growth-related public facility costs will be entirely funded by impact fees, thus no credit is necessary for general tax dollar funding.
4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth's portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
5) The County will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the County. These procedures should be addressed in the development impact fee ordinance. One service area represented by the County's geographic boundary is appropriate for the fees herein.
7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual review of the capital improvement plan and proposed amendments.

IMPLEMENTATION AND ADMINISTRATION

The Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members who are residents of the jurisdiction. At least 2 of the members must be active in the business of real estate, building, or development. At least 2 members cannot be active in business of real estate, building or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the County formed a Development Impact Fee Advisory Committee ("DIFAC"). TischlerBiseGalena and County staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The County must develop and adopt a capital improvements plan ("CIP") that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an "improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility." Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The County has a CIP that meets the above requirements.

TischlerBiseGalena recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly, the County should evaluate an adjustment to the CIP and development impact fees.

Idaho's enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the County's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBiseGalena's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. The County will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book *Trip Generation* (ITE, 2021). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Retail* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, movie theaters, and lodging (hotel/motel).

Office: Establishments providing management, administrative, professional, or business services. By way of example, *Office* includes banks, business offices, medical offices, and veterinarian clinics.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, *Industrial* includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, *Institutional* includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on City infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBiseGalena recommends that fees for residential development in the County be imposed according to persons per housing unit.

Based on housing characteristics, TischlerBiseGalena recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on County facilities and services. Figure 32 shows TischlerBiseGalena estimates for the County using persons per housing unit from the US Census American Community Survey 2020 5-Year Estimates data for Elmore County. Housing units were provided by the Elmore County Assessor data and population was then calculated. Single family units have a person per housing unit factor of 2.18 persons and multifamily units have an average of 1.64 persons per unit.

Figure 32: Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	23,030	10,547	**2.18**	9,094	2.53	84%
Multifamily [2]	3,243	1,979	**1.64**	1,785	1.82	16%
Total	26,273	12,526	**2.10**	10,879	2.42	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

BASE YEAR POPULATION AND HOUSING UNITS

Assessor data from Elmore County was used to determine the number of housing units in the County for the base year. The proportionate number of persons per housing unit portrayed in Figure 32 derived from the U.S. Census American Community Survey for both single family and multifamily units were then multiplied by the number of housing units to estimate the base year household population of 27,342 as illustrated in Figure 33 below.

Figure 33: Base Year Population and Housing Units

Elmore County, ID	Base Year 2021
Population [1]	27,342
Housing Units [1]	
Single Family	10,981
Multifamily	2,060
Total Housing Units	13,041

[1] Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

POPULATION AND HOUSING UNIT PROJECTIONS

Elmore County is experiencing growth patterns similar to its neighboring jurisdictions in Idaho.

The Mountain Home Community Development Department provided a list of over 2,700 planned housing units over the next several years, which, if completed would increase the size of Mountain Home City by nearly 50% over the next ten years. Additionally, the impact on housing and population in the Mayfield area of development will generate considerable growth in the County. These units, along with the normal anticipated growth in the remainder of the County have been taken into account when estimating the overall growth for the County. Population growth is based on persons per housing unit factors and housing development.

Estimates based upon the development data show a growth rate of approximately 3 percent annually for the County excluding the Mayfield area, or 34.5 percent over the next ten years. The addition of 2,800 housing units from Mayfield generates an annual growth rate of 4.5 percent, or 54.6 percent over the next ten years, as shown in Figure 34. Resulting in an increase of 14,918 residents and a housing unit increase of 7,242. Single family development accounts for approximately 85 percent of the total housing growth.

Figure 34. Residential Development Projections

Elmore County, ID	Base Year 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Increase
Population [1]	27,342	28,311	29,280	30,248	31,217	33,188	35,159	37,131	39,102	41,073	42,260	**14,918**
Percent Increase		*3.5%*	*3.4%*	*3.3%*	*3.2%*	*6.3%*	*5.9%*	*5.6%*	*5.3%*	*5.0%*	*2.9%*	*54.6%*
Housing Units [2]												
Single Family	10,981	11,373	11,765	12,157	12,549	13,363	14,177	14,991	15,805	16,619	17,096	**6,115**
Multifamily	2,060	2,133	2,206	2,279	2,352	2,501	2,650	2,799	2,948	3,097	3,187	**1,127**
Total Housing Units	13,041	13,506	13,971	14,436	14,901	15,864	16,827	17,790	18,753	19,716	20,283	**7,242**

[1] Population growth is based on housing development and persons per housing unit factors
[2] Five-year average of building permits is assumed to continue over the next ten years

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

Industry employment totals were determined using the United States Census Bureau's OnTheMap resource, using the County as a data source. OnTheMap provides employment breakdowns by industry for the County, most recently in the year 2019. By applying the industry specific employment breakdowns from 2019 to the previously determined growth projections, we are able to provide complete employment estimates by industry. As can be seen in Figure 35, nearly 30 percent of employment is in the Industrial industry predominantly in the agricultural sector, with the office industry featuring the lowest percentage share.

Figure 35. Base Year Employment by Industry

Employment Industries	Base Year Jobs [1]	Percent of Total
Retail	1,975	27%
Office	590	8%
Industrial	2,202	30%
Institutional	2,593	35%
Total	7,360	100%

[1] Source: U.S. Bureau of Labor Statistics
Elmore Work Area Profile Analysis

The base year nonresidential floor area for the industry sectors is calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages, Figure 36. For Industrial the Light Industrial factors are used; for Institutional the Hospital factors are used; for Retail the Shopping Center factors are used; for Office the General Office factors are used.

Figure 36. Institute of Transportation Engineers (ITE) Employment Density Factors

ITE Code	Land Use Group	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	1,000 Sq Ft	4.19	4.24	0.99	1,012
520	Elementary School	student	2.27	22.50	0.10	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
710	General Office	1,000 Sq Ft	10.84	3.33	3.26	307
760	Research & Dev Center	1,000 Sq Ft	11.08	3.37	3.29	304
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center	1,000 Sq Ft	37.01	17.42	2.12	471

Source: Trip Generation, Institute of Transportation Engineers, 11th Edition (2021)

By combining the base year job totals and the ITE square feet per employee factors, the nonresidential

floor area is calculated in Figure 37. There is an estimated total of 3.4 million square feet of nonresidential floor area in the County. The Industrial industry accounts for the highest amount of the total nonresidential floor area in the County, with approximately 41 percent. Office accounts for 5 percent, Retail accounts for 27 percent, and Institutional accounts for 27 percent of the total.

Figure 37. Base Year Nonresidential Floor Area

Employment Industries	Base Year Jobs [1]	Sq. Ft. per job [2]	Floor Area (sq. ft.)
Retail	1,975	471	930,320
Office	590	307	181,141
Industrial	2,202	637	1,402,916
Institutional	2,593	350	907,404
Total	7,360		3,421,781

[1] Source: U.S. Bureau of Labor Statistics

[2] Source: Trip Generation, Institute of Transportation Engineers, 11th Edition (2021)

NONRESIDENTIAL FLOOR AREA PROJECTIONS

Based on the growth projections described earlier, over the ten-year projection period, it is estimated that there will be an increase of 2,870 jobs. The majority of the increase comes from the Institutional industry (33%).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 1.34 million square feet, a 39 percent increase from the base year. The Industrial sector has the greatest increase, predominantly driven by agriculture.

Figure 38. Employment Floor Area and Employment Projections

Industry	Base Year 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Increase
Jobs [1]												
Retail	1,995	2,061	2,131	2,204	2,280	2,359	2,442	2,530	2,622	2,704	2,788	**793**
Office	596	616	637	658	681	705	730	756	783	808	833	**237**
Industrial	2,224	2,299	2,376	2,457	2,542	2,630	2,723	2,821	2,924	3,015	3,109	**885**
Institutional	2,593	2,675	2,760	2,848	2,939	3,033	3,129	3,229	3,332	3,438	3,547	**955**
Total	7,407	7,651	7,904	8,167	8,441	8,726	9,024	9,335	9,661	9,964	10,277	**2,870**
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	939	971	1,004	1,038	1,074	1,111	1,150	1,192	1,235	1,273	1,313	**374**
Office	183	189	195	202	209	216	224	232	240	248	256	**73**
Industrial	1,417	1,464	1,514	1,565	1,619	1,675	1,735	1,797	1,862	1,920	1,980	**564**
Institutional	907	936	966	997	1,029	1,061	1,095	1,130	1,166	1,203	1,242	**334**
Total	3,447	3,561	3,679	3,802	3,930	4,064	4,204	4,350	4,504	4,645	4,791	**1,344**

[1] Source: American Census Bureau OnTheMap

[2] Source: TischlerBise analysis; Institute of Transportation Engineers, Trip Generation, 2021

Capital Improvement Plan and Development Impact Fee Study

Final Report Submitted to:

Mountain Home Rural Fire Protection District

August 25, 2022

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2022 Capital Improvement Plan and Development Impact Fee Study
Mountain Home Fire District

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EXECUTIVE SUMMARY

The Mountain Home Rural Fire Protection District retained TischlerBiseGalena to prepare a Capital Improvement Plan and Development Impact Fee Study in order to meet the new demands generated by new development within the Fire District. This report presents the methodology and calculation used to generate current levels of service and updated maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in the Mountain Home Fire District.

The purpose of this study is to demonstrate the Fire District's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the authorization, it is the intent of the Mountain Home Fire District to: (Idaho Code 67-8202(1-4))

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBiseGalena evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION

The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act have been met in the supporting documentation prepared by TischlerBiseGalena. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, "development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development."

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for the Mountain Home Fire District, the term "deficiencies" means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some "hoped for" level of service.

TischlerBiseGalena used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as A x B = C. In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e., A = C ÷ B). By using existing infrastructure standards to determine the need for growth-related capital improvements, the Mountain Home Fire District ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

SUMMARY OF CAPITAL IMPROVEMENT PLAN AND DEVELOPMENT IMPACT FEES

METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

- **Plan-Based Fee Calculation.** The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).
- **Cost Recovery or Buy-In Fee Calculation.** The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.
- **Incremental Expansion Fee Calculation.** The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as square feet per officer). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. The level of service standards are determined in a manner similar to the current replacement cost approach used by property insurance companies. However, in contrast to insurance practices, the fee revenues would not be for renewal and/or replacement of existing facilities. Rather, revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

- **Credits.** Regardless of the methodology, a consideration of "credits" is integral to the development of a legally valid impact fee methodology. There are two types of "credits," each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the impact fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

Fee Methodology

Of the fee methodologies discussed above, the *plan-based* methodology is used to calculate impact fees for the Mountain Home Fire District. A summary of impact fee components is provided below:

Figure 1: Summary of Impact Fee Methodology

Fee Category	Service Area	Incremental Expansion	Plan-Based	Cost Recovery	Cost Allocation
Fire	Districtwide	N/A	Station Space, Vehicles and Apparatus	N/A	Population, Nonresidential Vehicle Trips

Capital Improvement Plan

The Mountain Home Fire District impact fee contains components for additional station space and vehicles and apparatus. Functional population is used to determine residential and nonresidential proportionate share factors (i.e., how much of the current infrastructure serves residential or nonresidential land uses).

To serve projected growth over the next ten years, the following infrastructure investment is planned:

- 1,350 square feet of station space
- 3 new pieces of apparatus

Maximum Supportable Development Impact Fees by Type of Land Use

Figure 2 provides a schedule of the maximum supportable development impact fees by type of land use for the Mountain Home Fire District. The fees represent the highest supportable amount for each type of applicable land use, and represents new growth's fair share of the cost for capital facilities. The Fire District may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit. For nonresidential development, the fees are assessed per square foot of floor area. Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11th Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Figure 2: Summary of Maximum Supportable Development Impact Fees by Land Use

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.18	$2,031
Multifamily	1.64	$1,528

Nonresidential

Development Type	Adjusted Trips per 1,000 Sq. Ft.	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	11.47	$3,858
Office	5.42	$1,823
Industrial	1.69	$567
Institutional	11.30	$3,798

Calculations throughout this technical memo are based on an analysis conducted using Excel software. Results are discussed in the memo using one-and two-digit places (in most cases), which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

DEVELOPMENT IMPACT FEE ANALYSIS

METHODOLOGY

The Mountain Home Fire District development impact fee includes three components: station expansion, vehicles/apparatus, and equipment. TischlerBiseGalena recommends a *plan-based* approach, based on current capital expansion plans. Per the Idaho Act, capital improvements are limited to those improvements that have a certain lifespan. As specified in 67-8203(3) of the Idaho Act, "'Capital improvements' means improvements with a useful life of ten (10) years or more, by new construction or other action, which increase the service capacity of a public facility."

The residential portion of the fee is derived from the product of persons per housing unit (by type of unit) multiplied by the net capital cost per person. The nonresidential portion is derived from the product of nonresidential vehicle trips per 1,000 square feet of nonresidential space multiplied by the net capital cost per vehicle trip.

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the Fire District to fund growth-related projects for Fire District facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for Fire District facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

PROPORTIONATE SHARE

TischlerBiseGalena recommends functional population to allocate the cost of Fire District infrastructure to residential and nonresidential development. Functional population is similar to what the U.S. Census Bureau calls "daytime population," by accounting for people living and working in a jurisdiction, but also considers commuting patterns and time spent at home and at nonresidential locations. OnTheMap is a web-based mapping and reporting application that shows where workers are employed and where they live. It describes geographic patterns of jobs by their employment locations and residential locations as well as the connections between the two locations. OnTheMap was developed through a unique partnership between the U.S. Census Bureau and its Local Employment Dynamics (LED) partner states. OnTheMap data is used, as shown in Figure 3, to derive Functional Population shares for Fire District.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in the Fire District boundary are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the population centers are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2019 functional population

data for the Fire District, the cost allocation for residential development is 82 percent while nonresidential development accounts for 18 percent of the demand for Fire District facilities, apparatus and equipment.

Figure 3: Proportionate Share Factors

Mountain Home RFD, ID (2019)				
Residential			*Demand*	*Person*
Population*	4,105		*Hours/Day*	*Hours*
Residents Not Working		1,830	20	36,595
Employed Residents		2,275		
Employed in Mountain Home		144	14	2,016
Employed outside Mountain Home		2,131	14	29,834
			Residential Subtotal	68,445
			Residential Share =>	**82%**
Nonresidential				
Non-working Residents		1,830	4	7,319
Jobs Located in Mountain Home		776		
Residents Employed in Mountain Home		632	10	6,320
Non-Resident Workers (inflow commuters)		144	10	1,440
			Nonresidential Subtotal	15,079
			Nonresidential Share =>	**18%**
			TOTAL	83,524

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.
* Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

SERVICE UNITS

Figure 4 displays the service units for residential and nonresidential land uses. For residential development, the service units are persons per housing unit by type of unit. For nonresidential development, the service units are average day nonresidential vehicle trips.

Figure 4: Mountain Fire District Service Units

Residential (per housing unit)

Type of Housing Unit	Persons per Housing Unit*
Single-Family	2.18
Multi-Family	1.64

Nonresidential Development (per 1,000 square feet)

Type	Trips per 1,000 Sq. Ft.**	Trip Rate Adjustment	Adjusted Trips per 1,000 Sq. Ft.
Retail	37.01	31%	11.47
Office	10.84	50%	5.42
Industrial	3.37	50%	1.69
Institutional	22.59	50%	11.30

**Derived from the U.S. Census Bureau American Community*
***ITE Trrip Generation Rates, 11th Edition (2021)*

MOUNTAIN HOME FIRE DISTRICT LEVEL OF SERVICE ANALYSIS

The following section details the level of service calculations for the Mountain Home Fire District.

STATION SPACE

As shown in Figure 5, the Mountain Home Fire District currently operates one station, which totals 6,322 square feet. The existing level of service for residential development is 1.22 square feet per person, and the nonresidential level of service is 0.47 square feet per nonresidential vehicle trip. This is determined by multiplying the total square footage by the proportionate share factors (82% for residential development and 18% for nonresidential development), and then dividing the respective totals by the current service units (4,246 persons for residential and 2,411 nonresidential vehicle trips).

Figure 5: Existing Level of Service for Station Space

Facility	Square Feet
Existing Fire Station	6,322
Total	**6,322**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	82%	18%
Share of Facility Square Feet	5,184	1,138
2021 Population/Nonres.Vehicle Trips	4,246	2,411
Square Feet per Person/Nonres. Trips	**1.22**	**0.47**

VEHICLES/APPARATUS

As shown in Figure 6, the Mountain Home Fire District currently has 9 pieces of apparatus. The existing level of service for residential development is 0.0017 pieces of apparatus per person, and the nonresidential level of service is 0.0007 pieces of apparatus per nonresidential vehicle trip. This is determined by multiplying the total apparatus inventory by the proportionate share factors (82% for residential development and 18% for nonresidential development), and then dividing the respective totals by the current service units (4,246 persons for residential and 2,411 nonresidential vehicle trips).

Figure 6: Existing Level of Service for Vehicles and Apparatus

Vehicles	Total Units
Engine	2
Water Tender	2
Brush Rigs	5
Total	**9**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	82%	18%
Share of Vehicles	7.38	1.62
2021 Population/Nonres.Vehicle Trips	4,246	2,411
Vehicles per Person/Nonres. Trips	**0.0017**	**0.0007**

PLANNED GROWTH-RELATED INFRASTRUCTURE IMPROVEMENTS

PLANNED FIRE STATIONS

The Mountain Home Fire District plans on co-locating a station with the City of Mountain Home. As shown in Figure 7, the Fire District estimates their share of the station at 1,350 square feet, with an estimated cost of $540,000. The Fire District estimates this additional station will be sufficient through the year 2031. To ensure new development is not paying to elevate the level of service in the District, we compared the square footage of the planned station (1,350 square feet) to the increase in residential and nonresidential service units through 2031. As shown in Figure 7, new development is actually being charged for a lower level of service than what currently exists in the Fire District. For example, as shown previously in Figure 5, the existing level of service per person is 1.22 square feet, compared to 0.76 square feet per person for the impact fee calculation.

As shown in Figure 7, the cost per residential and nonresidential service unit is determined by multiplying the planned square footage (1,350) by the proportionate share factors (82% for residential and 18% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (1,461 persons and 884 nonresidential vehicle trips). When the resulting residential and nonresidential levels of service (0.76 square feet per person and 0.27 square feet per nonresidential trip)

are compared to the cost per square foot ($400), the resulting cost per service units are $304 per person and $108 per nonresidential vehicle trip.

Figure 7: Planned Fire Station Infrastructure and Cost per Service Unit

Facility	Square Feet	Cost per Square Foot	Estimated Cost
Co-Located Station	1,350	$400	$540,000
Total	**1,350**	**$400**	**$540,000**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	82%	18%
Share of Facility Square Feet	1,107	243
Increase in Population and Nonres. Vehicle Trips through 2031	1,461	884
Square Feet per Person/Nonres. Trips	**0.76**	**0.27**

Cost Analysis	**Residential**	**Nonresidential**
Square Feet per Person/Nonres. Trips	0.76	0.27
Average Cost per Square Foot	$400	$400
Capital Cost Per Person/Nonres. Trip	**$304**	**$108**

PLANNED VEHICLES/APPARATUS

To compliment the planned additional station, the Mountain Home Fire District plans on purchasing 3 additional pieces of apparatus. As shown in Figure 8, the estimated cost of the apparatus is $1,100,000. Similar to the planned station, the Fire District estimates the apparatus will be sufficient through the year 2031. To ensure new development is not paying to elevate the level of service in the District, we compared the number of planned apparatus (3 pieces) to the increase in residential and nonresidential service units through 2031. As shown in Figure 8, similar to station space new development is actually being charged at a consistent level of service compared to what currently exists in the Fire District. For example, as shown previously in Figure 6, the existing level of service per person is 0.0017 vehicles/apparatus, compared to 0.0017 vehicles/apparatus per person for the impact fee calculation.

As shown in Figure 8, the cost per residential and nonresidential service unit is determined by multiplying the planned vehicle/apparatus (3) by the proportionate share factors (82% for residential and 18% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (1,461 persons and 884 nonresidential vehicle trips). When the resulting residential and nonresidential levels of service (0.0017 vehicles/apparatus per person and 0.0006 vehicles/apparatus per nonresidential trip) are compared to the weighted average cost per vehicle/apparatus ($366,667), the resulting cost per service units are $616 per person and $224 per nonresidential vehicle trip.

Figure 8: Planned Vehicles/Apparatus and Cost per Service Unit

Vehicles	Total Units	Cost per Apparatus	Estimated Cost
Engine	1	500,000	$500,000
Water Tender	1	350,000	$350,000
Brush Rigs	1	250,000	$250,000
Total	**3**	**$366,667**	**$1,100,000**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	82%	18%
Share of Vehicles/Apparatus	2.46	0.54
Increase in Population and Nonres. Vehicle Trips through 2031	1,461	884
Apparatus per Person/Nonres. Trip	**0.0017**	**0.0006**

Cost Analysis	**Residential**	**Nonresidential**
Apparatus per Person/Nonres. Trip	0.0017	0.0006
Average Cost per Unit	$366,667	$366,667
Capital Cost Per Person/Nonres. Trip	**$616**	**$224**

Cost to Prepare Development Impact Fee Report

The cost to prepare the Capital Improvement Plan and Development Impact Fee Report totals $10,000. The Fie District will need to update its report every five years. Based on this cost, proportionate share, and five-year projections of new residential and nonresidential development from the Appendix B (Demographic Assumptions), the cost is $12 per person and $4 per nonresidential vehicle trip.

Figure 9: Cost to Prepare Development Impact Fee Report

Component	*Cost*	*Demand Indicator*	*Proportionate Share*	*Cost Allocation*				Cost per Demand Unit Increase
				Units	*2022*	*2027*	*Increase*	
Fire	$10,000	Residential	82%	Population	4,377	5,075	698	**$12**
		Nonresidential	18%	Vehicle Trips	2,487	2,908	421	**$4**

INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Cost factors for fire facilities, apparatus, and professional services are summarized at the top of Figure 10. The residential impact fees are calculated by multiplying the $932 cost per person by the service unit ratios (persons per housing unit) for each housing type. Nonresidential development fees are calculated by multiplying the $336 per nonresidential vehicle trip by the average weekday vehicle trips per 1,000 square feet ratios and the trip adjustment factors for each development type.

Figure 10: Mountain Home Fire District Maximum Supportable Impact Fees

Fee Component	Cost per Person	Cost per Nonres. Vehicle Trips
Fire Stations	$304	$108
Fire Vehicles and Apparatus	$616	$224
Cost of Impact Fee Study	$12	$4
Gross Total	$932	$336
Net Total	**$932**	**$336**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.18	**$2,031**
Multifamily	1.64	**$1,528**

Nonresidential

Development Type	Adjusted Trips per 1,000 Sq. Ft.	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	11.47	**$3,858**
Office	5.42	**$1,823**
Industrial	1.69	**$567**
Institutional	11.30	**$3,798**

CAPITAL IMPROVEMENT PLAN

The following section provides a summary of the Capital Improvement Plans depicting growth-related capital demands and costs on which the Mountain Home Fire District impact fees are based.

First, Figure 11 lists the projected growth over the next ten years in the Mountain Home Fire District. Overall, there is about a 34 percent increase is residential development (1,461 new residents and 696 new housing units) and a 37 percent increase in nonresidential development (294 new jobs and 187,000 square feet of development).

Figure 11: Ten-Year Projected Residential and Nonresidential Growth

Mountain Home Fire District Mountain Home, ID	Base Year 2021	*1* 2022	*2* 2023	*3* 2024	*4* 2025	*5* 2026	*6* 2027	*7* 2028	*8* 2029	*9* 2030	*10* 2031	Total Increase
Population [1]	4,246	4,377	4,509	4,640	4,771	4,923	5,075	5,227	5,379	5,531	5,707	**1,461**
Housing Units by Type [2]												
Single Family	1,703	1,756	1,809	1,862	1,915	1,976	2,037	2,098	2,159	2,220	2,291	**588**
Multifamily	319	329	339	349	359	370	381	392	403	414	427	**108**
Total Housing Units	**2,022**	**2,085**	**2,148**	**2,211**	**2,274**	**2,346**	**2,418**	**2,490**	**2,562**	**2,634**	**2,718**	**696**
Jobs [3]												
Retail	275	284	293	302	312	322	332	342	353	364	376	**101**
Office	78	80	83	85	88	91	94	96	100	103	106	**28**
Industrial	388	400	413	426	439	453	468	482	498	514	530	**142**
Institutional	62	64	66	68	70	73	75	77	80	82	85	**23**
Total Jobs	**802**	**828**	**854**	**881**	**909**	**938**	**968**	**998**	**1,030**	**1,063**	**1,097**	**294**
Nonresidential Floor Area (1,000 sq. ft.) [4]												
Retail	130	134	138	142	147	151	156	161	166	172	177	**48**
Office	24	25	25	26	27	28	29	30	31	32	33	**9**
Industrial	335	346	357	368	380	392	404	417	430	444	458	**123**
Institutional	20	21	22	22	23	24	25	25	26	27	28	**8**
Total Floor Area	**509**	**525**	**542**	**559**	**577**	**595**	**614**	**633**	**653**	**674**	**695**	**187**

[1] Population growth is based on housing development and persons per housing unit factors
[2] Five-year average of building permits is assumed to continue over the next ten years
[3] Source: American Census Bureau OnTheMap
[4] Source: TischlerBise analysis; Institute of Transportation Engineers, Trip Generation, 2021

The Idaho Development Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to the Capital Improvement Plan included in this study will occur within five years.

CAPITAL IMPROVEMENT PLAN

A summary of the Mountain Home Fire District is shown below in Figure 12. As shown, the following additional infrastructure is needed to maintain current levels of service over the next ten years: 1,350 square feet of station space with an estimated cost of $540,000 and 3 pieces of apparatus with an estimated cost of $1,100,000.

Figure 12: Mountain Home Fire District Capital Improvement Plan

Type of Capital Infrastructure	Description	Units #/Sq.Ft	Cost $/Unit	Total Cost	Growth Allocation	Subject to Impact Fees	Funding from Other Sources
Facilities							
Co-Located Station	Co-locate with City, possibly EMS	1,350	$400	$540,000	100%	540,000	0
Total Facilities	Growth Adjusted Number of Units	1,350		$540,000		540,000	0
Vehicles							
Engine	Add For Growth	1	$500,000	$500,000	100%	$500,000	0
Water Tender	Add For Growth	1	$350,000	$350,000	100%	$350,000	0
Brush Rigs	Add For Growth	1	$250,000	$250,000	100%	$250,000	0
Total Vehicles	Growth Adjusted Number of Units	3.0		$1,100,000		$1,100,000	0
Equipment							
Total Equipment	Growth Adjusted Number of Units	0.0		0		0	0
Total Capital Needs		1,353		$1,640,000		$1,640,000	0
Minus Current Impact Fee Fund Balance				$0	100%	$0	0
Plus Impact Fee Study				$10,000	100%	$10,000	0
Total Capital Improvement Plan				$1,650,000		$1,650,000	0

FUNDING SOURCES FOR CAPITAL IMPROVEMENTS

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8209(2)). Currently, there are no dedicated revenues being collected by the district to fund growth-related projects.

Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs to the district for Fire facilities. Evidence is given in Figure 13in the specific chapters of this report that the projected capital costs from new development are offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no revenue credits.

Potential development impact fee revenues are summarized in Figure 13, assuming implementation of the fees at the maximum supportable level as indicated in this report. Based on the land use assumptions detailed in the Appendix, over the next ten years the Fire development impact fees are projected to generate approximately $1.65 million. At the bottom of the figure, the estimated revenues are compared to the estimated growth-related capital costs. The impact fee revenues are projected to offset the capital costs.

Figure 13: Projected Development Impact Fee Revenue

		Single Family $2,031 per unit	Multifamily $1,528 per unit	Retail $3,858 per KSF	Office $1,823 per KSF	Industrial $567 per KSF	Institutional $3,798 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2021	1,703	319	130	24	335	20
Year 1	2022	1,756	329	134	25	346	21
Year 2	2023	1,809	339	138	25	357	22
Year 3	2024	1,862	349	142	26	368	22
Year 4	2025	1,915	359	147	27	380	23
Year 5	2026	1,976	370	151	28	392	24
Year 6	2027	2,037	381	156	29	404	25
Year 7	2028	2,098	392	161	30	417	25
Year 8	2029	2,159	403	166	31	430	26
Year 9	2030	2,220	414	172	32	444	27
Year 10	2031	2,291	427	177	33	458	28
Ten-Year Increase		588	108	48	9	123	8
Projected Revenue =>		$1,194,228	$164,902	$183,337	$15,921	$69,681	$28,524
						Projected Revenue =>	**$1,657,000**
						Total Expenditures =>	**$1,650,000**
						Non-Impact Fee Funding =>	**$0**

PROPORTIONATE SHARE ANALYSIS

Development impact fees for the Mountain Home Fire District are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the Fire District in the provision of system improvements to serve new development. The Fire District will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

1) The development impact fees for the Mountain Home Fire District are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by the Fire District. Projects are included in the Fire District's capital improvements plan and will be included in annual capital budgets.
2) Estimated development impact fee revenue was based on the maximum supportable development impact fees for the one, districtwide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements.
3) TischlerBiseGalena has evaluated the extent to which new development may contribute to the cost of public facilities. The development impact fees will replace the current dedicated revenues for applicable public facilities. Also, the report has shown that all applicable growth-related public facility costs will be entirely funded by impact fees, thus no credit is necessary for general tax dollar funding.
4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth's portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
5) The Fire District will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the Fire District. These procedures should be addressed in the development impact fee ordinance. One service area represented by the Fire District's geographic boundary is appropriate for the fees herein.
7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual review of the capital improvement plan and proposed amendments.

IMPLEMENTATION AND ADMINISTRATION

The Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members who are residents of the jurisdiction. At least 2 of the members must be active in the business of real estate, building, or development. At least 2 members cannot be active in business of real estate, building or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the Fire District formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBiseGalena and District staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The Fire District must develop and adopt a capital improvements plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an "improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility." Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The District has a CIP that meets the above requirements.

TischlerBiseGalena recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly, the Fire District should evaluate an adjustment to the CIP and development impact fees.

Idaho's enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the Fire District's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBiseGalena's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. The Mountain Home Fire District will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book *Trip Generation* (ITE, 2021). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Retail* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, movie theaters, and lodging (hotel/motel).

Office: Establishments providing management, administrative, professional, or business services. By way of example, *Office* includes banks, business offices, medical offices, and veterinarian clinics.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, *Industrial* includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, *Institutional* includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on City infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBiseGalena recommends that fees for residential development in the Mountain Home Fire District be imposed according to persons per housing unit.

Based on housing characteristics, TischlerBiseGalena recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on Mountain Home Fire District facilities and services. Figure 14 shows TischlerBiseGalena estimates for the Mountain Home Fire District using persons per housing unit from the US Census American Community Survey 2020 5-Year Estimates data for Elmore County. Housing units were provided by the Elmore County Assessor data and population was then calculated. Single family units have a person per housing unit factor of 2.18 persons and multifamily units have an average of 1.64 persons per unit.

Figure 14: Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	3,597	1,650	**2.18**	1,421	2.53	84%
Multifamily [2]	508	310	**1.64**	279	1.82	16%
Total	4,105	1,960	**2.09**	1,700	2.41	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates, Elmore County Assessor, TischlerBise Analysis

BASE YEAR POPULATION AND HOUSING UNITS

Planned development activity provided by the City of Mountain Home for their recently updated impact fees was used to estimate the number of housing units for the base year. The proportionate number of persons per housing unit portrayed in Figure 14 for both single family and multifamily units were then multiplied by the number of housing units to estimate the base year household population of 4,246 as illustrated in Figure 15 below.

Figure 15: Base Year Population and Housing Units

Mountain Home Fire District Mountain Home, ID	Base Year 2021
Population [1]	4,246
Housing Units [1]	
Single Family	1,703
Multifamily	319
Total Housing Units	2,022

[1] Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates, City of Mountain Home, Elmore County Assessor, TischlerBise Analysis

POPULATION AND HOUSING UNIT PROJECTIONS

The Mountain Home Community Development Department provided a list of over 2,700 planned housing units over the next several years, which, if completed would increase the size of Mountain Home City by nearly 50% over the next ten years. Mountain Home Fire District has historically grown at a factor of approximately 75% when related to the City of Mountain Home. This relationship is presumed to continue. Population growth is based on persons per housing unit factors and housing development.

Estimates based upon the development data show a growth rate of approximately 3 percent annually, 34.4 percent over the next ten years, as shown in Figure 16. Resulting in an increase of 1,461 residents and a housing unit increase of 696. Single family development accounts for approximately 84 percent of the total housing growth.

Figure 16. Residential Development Projections

Mountain Home Fire District Mountain Home, ID	Base Year 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Increase
Population [1]	4,246	4,377	4,509	4,640	4,771	4,923	5,075	5,227	5,379	5,531	5,707	**1,461**
Percent Increase		*3.1%*	*3.0%*	*2.9%*	*2.8%*	*3.2%*	*3.1%*	*3.0%*	*2.9%*	*2.8%*	*3.2%*	*34.4%*
Housing Units [2]												
Single Family	1,703	1,756	1,809	1,862	1,915	1,976	2,037	2,098	2,159	2,220	2,291	**588**
Multifamily	319	329	339	349	359	370	381	392	403	414	427	**108**
Total Housing Units	2,022	2,085	2,148	2,211	2,274	2,346	2,418	2,490	2,562	2,634	2,718	**696**

[1] Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates,
City of Mountain Home, Elmore County Assessor, TischlerBise Analysis
[2] Housing units are assumed to grow at the same rate as population

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

Industry employment totals were determined using the United States Census Bureau's OnTheMap resource, using a Mountain Home Fire District shapefile provided by the State of Idaho. OnTheMap provides employment breakdowns by industry for the district, most recently in the year 2019. By applying the industry specific employment breakdowns from 2019 to the previously determined growth projections, we are able to provide complete employment estimates by industry. As can be seen in Figure 17, nearly one-half of employment is in the Industrial industry predominantly in the agricultural sector, with the institutional industry featuring the lowest percentage share.

Figure 17. Base Year Employment by Industry

Employment Industries	Base Year Jobs [1]	Percent of Total
Retail	275	34%
Office	78	10%
Industrial	388	48%
Institutional	62	8%
Total	802	100%

[1] Source: American Census Bureau OnTheMap Mountain Home Work Area Profile Analysis

The base year nonresidential floor area for the industry sectors is calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages, Figure 18. For Industrial the Industrial Park factors are used; for Institutional the Government Office factors are used; for Retail the Shopping Center factors are used; for Office the General Office factors are used.

Figure 18. Institute of Transportation Engineers (ITE) Employment Density Factors

ITE Code	Land Use Group	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	bed	2.60	4.24	0.61	na
520	Elementary School	student	2.27	22.50	0.10	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
710	General Office	1,000 Sq Ft	10.84	3.33	3.26	307
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
760	Research & Dev Center	1,000 Sq Ft	11.08	3.37	3.29	304
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center	1,000 Sq Ft	37.01	17.42	2.12	471

Source: Trip Generation, Institute of Transportation Engineers, 11th Edition (2021)

By combining the base year job totals and the ITE square feet per employee factors, the nonresidential

floor area is calculated in Figure 19. There is an estimated total of 509 thousand square feet of nonresidential floor area in the Mountain Home Fire District. The Industrial industry accounts for the highest amount of the total nonresidential floor area in the district, with approximately 66 percent. Office accounts for 5 percent, Retail accounts for 25 percent, and Institutional accounts for 4 percent of the total.

Figure 19. Base Year Nonresidential Floor Area

Employment Industries	Base Year Jobs [1]	Sq. Ft. per job [2]	Floor Area (sq. ft.)
Retail	275	471	129,525
Office	78	307	23,804
Industrial	388	864	334,963
Institutional	62	330	20,470
Total	802		508,762

[1] Source: American Census Bureau OnTheMap

[2] Source: Trip Generation, Institute of Transportation Engineers, 11th Edition (2021)

NONRESIDENTIAL FLOOR AREA PROJECTIONS

Based on the growth projections described earlier, over the ten-year projection period, it is estimated that there will be an increase of 294 jobs. The majority of the increase comes from the Industrial industry (48%); however, the Retail (34%) and Office industries (10%) have significant impacts as well.

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 187 thousand square feet, a 37 percent increase from the base year. The Industrial and Retail sectors have the greatest increase.

Figure 20. Employment Floor Area and Employment Projections

Industry	Base Year 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Increase
Jobs [1]												
Retail	275	284	293	302	312	322	332	342	353	364	376	**101**
Office	78	80	83	85	88	91	94	96	100	103	106	**28**
Industrial	388	400	413	426	439	453	468	482	498	514	530	**142**
Institutional	62	64	66	68	70	73	75	77	80	82	85	**23**
Total	802	828	854	881	909	938	968	998	1,030	1,063	1,097	**294**
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	130	134	138	142	147	151	156	161	166	172	177	**48**
Office	24	25	25	26	27	28	29	30	31	32	33	**9**
Industrial	335	346	357	368	380	392	404	417	430	444	458	**123**
Institutional	20	21	22	22	23	24	25	25	26	27	28	**8**
Total	509	525	542	559	577	595	614	633	653	674	695	**187**

[1] Source: American Census Bureau OnTheMap

[2] Source: TischlerBise analysis; Institute of Transportation Engineers, Trip Generation, 2021

Capital Improvement Plan and Development Impact Fee Study

Final Report Submitted to:

King Hill Rural Fire District

August 25, 2022

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2022 Capital Improvement Plan and Development Impact Fee Study
King Hill Rural Fire District

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EXECUTIVE SUMMARY

The King Hill Rural Fire District ("Fire District") retained TischlerBiseGalena to prepare a Capital Improvement Plan and Development Impact Fee Study in order to meet the new demands generated by new development within the Fire District. This report presents the methodology and calculation used to generate current levels of service and updated maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in the Fire District.

The purpose of this study is to demonstrate the Fire District's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the authorization, it is the intent of the Fire District to: (Idaho Code 67-8202(1-4))

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBiseGalena evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION

The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act have been met in the supporting documentation prepared by TischlerBiseGalena. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, "development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development."

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for the Fire District, the term "deficiencies" means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some "hoped for" level of service.

TischlerBiseGalena used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as A x B = C. In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e., A = C ÷ B). By using existing infrastructure standards to determine the need for growth-related capital improvements, the Fire District ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

SUMMARY OF CAPITAL IMPROVEMENT PLAN AND DEVELOPMENT IMPACT FEES

METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

- **Plan-Based Fee Calculation.** The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).
- **Cost Recovery or Buy-In Fee Calculation.** The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.
- **Incremental Expansion Fee Calculation.** The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as square feet per officer). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. The level of service standards are determined in a manner similar to the current replacement cost approach used by property insurance companies. However, in contrast to insurance practices, the fee revenues would not be for renewal and/or replacement of existing facilities. Rather, revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

- **Credits.** Regardless of the methodology, a consideration of "credits" is integral to the development of a legally valid impact fee methodology. There are two types of "credits," each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the impact fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

Fee Methodology

Of the fee methodologies discussed above, the *plan-based* methodology is used to calculate impact fees for the Fire District. A summary of impact fee components is provided below:

Figure 1: Summary of Impact Fee Methodology

Fee Category	Service Area	Incremental Expansion	Plan-Based	Cost Recovery	Cost Allocation
Fire	Districtwide	n/a	Station Facilities, Vehicles and Apparatus, Equipment	n/a	Population, Nonresidential Vehicle Trips

Capital Improvement Plan

The Fire District impact fee contains components for additional station space, vehicles and apparatus, and equipment. Functional population is used to determine residential and nonresidential proportionate share factors (i.e., how much of the current infrastructure serves residential or nonresidential land uses).

To serve projected growth over the next ten years, the following infrastructure investment is planned:

- 800 square feet of station space in Hammett, Idaho
- 2 new pieces of apparatus
- 1 new piece of extrication equipment
- Cost recovery for Impact Fee Study

Maximum Supportable Development Impact Fees by Type of Land Use

Figure 2 provides a schedule of the maximum supportable development impact fees by type of land use for the Fire District. The fees represent the highest supportable amount for each type of applicable land use, and represents new growth's fair share of the cost for capital facilities. The Fire District may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit. For nonresidential development, the fees are assessed per square foot of floor area. Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11th Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Figure 2: Summary of Maximum Supportable Development Impact Fees by Land Use

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.18	$2,796
Multifamily	1.64	$2,104

Nonresidential

Development Type	Trips per 1,000 Sq. Ft.	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	11.47	$7,152
Office	5.42	$3,379
Industrial	2.44	$1,518
Institutional	11.30	$7,041

Calculations throughout this technical memo are based on an analysis conducted using Excel software. Results are discussed in the memo using one-and two-digit places (in most cases), which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

DEVELOPMENT IMPACT FEE ANALYSIS

METHODOLOGY

The Fire District development impact fee includes three components: station expansion, vehicles/apparatus, and equipment. TischlerBiseGalena recommends a *plan-based* approach, based on current capital expansion plans. Per the Idaho Act, capital improvements are limited to those improvements that have a certain lifespan. As specified in 67-8203(3) of the Idaho Act, "'Capital improvements' means improvements with a useful life of ten (10) years or more, by new construction or other action, which increase the service capacity of a public facility."

The residential portion of the fee is derived from the product of persons per housing unit (by type of unit) multiplied by the net capital cost per person. The nonresidential portion is derived from the product of nonresidential vehicle trips per 1,000 square feet of nonresidential space multiplied by the net capital cost per vehicle trip.

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the Fire District to fund growth-related projects for Fire District facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for Fire District facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

PROPORTIONATE SHARE

TischlerBiseGalena recommends functional population to allocate the cost of Fire District infrastructure to residential and nonresidential development. Functional population is similar to what the U.S. Census Bureau calls "daytime population," by accounting for people living and working in a jurisdiction, but also considers commuting patterns and time spent at home and at nonresidential locations. OnTheMap is a web-based mapping and reporting application that shows where workers are employed and where they live. It describes geographic patterns of jobs by their employment locations and residential locations as well as the connections between the two locations. OnTheMap was developed through a unique partnership between the U.S. Census Bureau and its Local Employment Dynamics (LED) partner states. OnTheMap data is used, as shown in Figure 3, to derive Functional Population shares for Fire District.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in the Fire District boundary are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the population centers are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2019 functional population

data for the Fire District, the cost allocation for residential development is 83 percent while nonresidential development accounts for 17 percent of the demand for Fire District facilities, apparatus and equipment.

Figure 3: Proportionate Share Factors

King Hill RFD, ID (2019)				
Residential			*Demand*	*Person*
Population*	995		*Hours/Day*	*Hours*
Residents Not Working		543	20	10,862
Employed Residents		452		
Employed in King Hill		28	14	392
Employed outside King Hill		424	14	5,936
			Residential Subtotal	17,190
			Residential Share =>	**83%**
Nonresidential				
Non-working Residents		543	4	2,172
Jobs Located in King Hill		126		
Residents Employed in King Hill		98	10	980
Non-Resident Workers (inflow commuters)		28	10	280
			Nonresidential Subtotal	3,432
			Nonresidential Share =>	**17%**
			TOTAL	20,622

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

* Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates, Elmore County Assessor, TischlerBiseGalena Analysis

SERVICE UNITS

Figure 4 displays the service units for residential and nonresidential land uses. For residential development, the service units are persons per housing unit by type of unit. For nonresidential development, the service units are average day nonresidential vehicle trips.

Figure 4: King Hill Fire District Service Units

Residential (per housing unit)

Type of Housing Unit	Persons per Housing Unit*
Single-Family	2.18
Multi-Family	1.64

Nonresidential Development (per 1,000 square feet)

Type	Trips per 1,000 Sq. Ft.**	Trip Rate Adjustment	Adjusted Trips per 1,000 Sq. Ft.
Retail	37.01	31%	11.47
Office	10.84	50%	5.42
Industrial	4.87	50%	2.44
Institutional	22.59	50%	11.30

**Derived from the U.S. Census Bureau American Community*
***ITE Trrip Generation Rates, 11th Edition (2021)*

KING HILL FIRE DISTRICT LEVEL OF SERVICE ANALYSIS

The following section details the level of service calculations for the Fire District.

STATION SPACE

As shown in **Error! Not a valid bookmark self-reference.**, the Fire District currently operates one station, which totals 1,800 square feet. The existing level of service for residential development is 1.45 square feet per person, and the nonresidential level of service is 1.18 square feet per nonresidential vehicle trip. This is determined by multiplying the total square footage by the proportionate share factors (83% for residential development and 17% for nonresidential development), and then dividing the respective totals by the current service units (1,029 persons for residential and 259 nonresidential vehicle trips).

Figure 5: Existing Level of Service for Station Space

Facility	Square Feet
Glenns Ferry Station	1,800
Total	**1,800**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	83%	17%
Share of Facility Square Feet	1,494	306
2021 Population/Nonres.Vehicle Trips	1,029	259
Square Feet per Person/Nonres. Trips	**1.45**	**1.18**

VEHICLES/APPARATUS

As shown in Figure 6, the Fire District currently has 8 pieces of apparatus. The existing level of service for residential development is 6.45 pieces of apparatus per 1,000 persons, and the nonresidential level of service is 5.25 pieces of apparatus per 1,000 nonresidential vehicle trips. This is determined by multiplying the total apparatus inventory by the proportionate share factors (83% for residential development and 17% for nonresidential development), and then dividing the respective totals by the current service units (1,029 persons for residential and 259 nonresidential vehicle trips) and then multiplying that amount by 1,000.

Figure 6: Existing Level of Service for Vehicles and Apparatus

Vehicles & Apparatus	Total Units
Engine	1
Brush Trucks - Type 4	3
Brush Trucks - Type 6	1
Water Tenders	2
Command Vehicle	1
Total	**8**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	83%	17%
Share of Vehicles & Apparatus	6.64	1.36
2021 Population/Nonres.Vehicle Trips	1,029	259
Vehicles & Apparatus per 1,000 Persons/Nonres. Trips	**6.45**	**5.25**

EQUIPMENT

As shown in Figure 7, the Fire District currently has 21 pieces of equipment. The existing level of service for residential development is 16.94 pieces of equipment for every 1,000 persons, and the nonresidential level of service is 13.77 pieces of equipment per 1,000 nonresidential vehicle trips. This is determined by multiplying the total equipment inventory by the proportionate share factors (83% for residential development and 17% for nonresidential development), and then dividing the respective totals by the current service units (1,029 persons for residential and 259 nonresidential vehicle trips) and multiplying by 1,000.

Figure 7: Existing Level of Service for Equipment

Equipment	King Hill Units
SCBA	18
Extrication	1
Wildland Gear	1
Turnouts	1
Total	**21**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	83%	17%
Share of Equipment	17.43	3.57
2021 Population/Nonres.Vehicle Trips	1,029	259
Equipment per 1,000 Persons/Nonres. Trips	**16.94**	**13.77**

PLANNED GROWTH-RELATED INFRASTRUCTURE IMPROVEMENTS

ANTICIPATED SHIFT IN RESIDENTIAL/NONRESIDENTIAL MIX

While conducting the investigation into future growth potential for the Fire District, TischlerBiseGalena was made aware of approximately 100,000 square feet of agricultural projects that have a high probability of completion over the next several years. These projects were large enough to shift the residential share downward from 83% to 69% and the nonresidential share upward from 17% to 31%. This new mix was used to calculate the level of service for all forward-facing capital improvement projects. To ensure that new development is not paying to elevate the overall level of service in the Fire District, we compared each component of the Capital Improvement Plan to the existing level of service and then aggregated all of the components. There were instances where one component was higher than the existing level of service but, in total and when fully executed, the Capital Improvement Plan would not exceed the existing level of service for the Fire District.

PLANNED FIRE STATIONS

The Fire District plans on building a second station in Hammett, Idaho in an effort to meet anticipated growth in the area. As shown in Figure 8, the Fire District anticipates that a building footprint of approximately 800 square feet, with an estimated cost of $360,000 would be sufficient through the year 2031. As shown in Figure 8, residential new development is being charged for a level of service that is somewhat higher than what currently exists in the Fire District. For example, as shown previously in As shown in **Error! Not a valid bookmark self-reference.**, the Fire District currently operates one station, which totals 1,800 square feet. The existing level of service for residential development is 1.45 square feet per person, and the nonresidential level of service is 1.18 square feet per nonresidential vehicle trip. This is determined by multiplying the total square footage by the proportionate share factors (83% for

residential development and 17% for nonresidential development), and then dividing the respective totals by the current service units (1,029 persons for residential and 259 nonresidential vehicle trips).
Figure 5, the existing level of service per person is 1.45 square feet, compared to 1.55 square feet per person for the impact fee calculation. Contrarily, nonresidential development is being charged for a level of service that is lower than what currently exists in the Fire District. The existing level of service per nonresidential vehicle trip is 1.18 square feet, compared to 0.75 square feet per nonresidential vehicle trip for the impact fee calculation.

As shown in Figure 8, the cost per residential and nonresidential service unit is determined by multiplying the planned square footage (1,000) by the proportionate share factors (69% for residential and 31% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (355 persons and 329 nonresidential vehicle trips). When the resulting residential and nonresidential levels of service (1.55 square feet per person and 0.75 square feet per nonresidential trip) are compared to the cost per square foot ($450), the resulting cost per service units are $698 per person and $338 per nonresidential vehicle trip.

Figure 8: Planned Fire Station Infrastructure and Cost per Service Unit

Facility	Square Feet	Cost per Square Foot	Estimated Cost
Hammett Fire Station	800	$450	$360,000
Total	**800**	**$450**	**$360,000**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	69%	31%
Share of Facility Square Feet	552	248
Projected 2031 Population/Nonres.Vehicle Trips	355	329
Square Feet per Person/Nonres. Trips	**1.55**	**0.75**

Cost Analysis	**Residential**	**Nonresidential**
Square Feet per Person/Nonres. Trips	1.55	0.75
Average Cost per Square Foot	$450	$450
Capital Cost Per Person/Nonres. Trip	**$698**	**$338**

PLANNED VEHICLES/APPARATUS

To compliment the planned additional station, the Fire District plans on purchasing 2 additional pieces of apparatus. As shown in Figure 9, the estimated cost of the apparatus is $250,000. Similar to the planned station, the Fire District estimates the apparatus will be sufficient through the year 2031. To ensure new development is not paying to elevate the level of service in the Fire District, we compared the number of planned apparatus (2 pieces) to the increase in residential and nonresidential service units through 2031. As shown in Figure 9, similar to station space new development is actually being charged for a substantially lower level of service than what currently exists in the Fire District. For example, as shown previously in Figure 6, the existing level of service per 1,000 persons is 6.45 vehicles/apparatus, compared to 3.89 vehicles/apparatus per 1,000 persons for the impact fee calculation.

As shown in Figure 9, the cost per residential and nonresidential service unit is determined by multiplying the planned vehicle/apparatus (2) by the proportionate share factors (69% for residential and 31% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (355 persons and 329 nonresidential vehicle trips). When the resulting residential and nonresidential levels of service (3.89 vehicles/apparatus per 1,000 persons and 1.88 vehicles/apparatus per 1,000 nonresidential trips) are compared to the weighted average cost per vehicle/apparatus ($125,000), the resulting cost per service units are $486 per person and $235 per nonresidential vehicle trip.

Figure 9: Planned Vehicles/Apparatus and Cost per Service Unit

Vehicles & Apparatus	Total Units	Cost per Vehicle	Estimated Cost
Engine	1	$100,000	$100,000
Brush Trucks - Type 4	1	$150,000	$150,000
Total	**2**	**$125,000**	**$250,000**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	69%	31%
Share of Vehicles & Apparatus	1.38	0.62
Projected 2031 Population/Nonres.Vehicle Trips	355	329
Vehicles & Apparatus per 1,000 Persons/Nonres. Trips	**3.89**	**1.88**

Cost Analysis	**Residential**	**Nonresidential**
Vehicles & Apparatus per 1,000 Persons/Nonres. Trips	3.89	1.88
Average Cost per Unit	$125,000	$125,000
Capital Cost Per Person/Nonres. Trip	**$486**	**$235**

PLANNED EQUIPMENT

Again, to complement both the new station and vehicles, the Fire District plans on purchasing extrication equipment. As shown in Figure 9, the estimated cost of the equipment is $30,000. Similar to the planned station, the Fire District estimates the equipment will be sufficient through the year 2031. To ensure new development is not paying to elevate the level of service in the Fire District, we compared the number of planned equipment (1 piece) to the increase in residential and nonresidential service units through 2031. As shown in Figure 9, similar to station space new development is actually being charged for a significantly lower level of service than what currently exists in the Fire District. For example, as shown previously in Figure 7, the existing level of service per 1,000 persons is 16.94 equipment units, compared to 1.94 equipment units per 1,000 persons for the impact fee calculation.

As shown in Figure 9, the cost per residential and nonresidential service unit is determined by multiplying the planned equipment (1) by the proportionate share factors (69% for residential and 31% for nonresidential), and then dividing the respective totals by the projected increase in service units through the year 2031 (355 persons and 329 nonresidential vehicle trips). When the resulting residential and

nonresidential levels of service (1.94 equipment units per 1,000 persons and 0.94 equipment units per 1,000 nonresidential trip) are compared to the weighted average cost per equipment ($30,000), the resulting cost per service units are $58 per person and $28 per nonresidential vehicle trip.

Figure 10: Planned Equipment and Cost per Service Unit

Equipment	Total Units	Cost per Unit	Estimated Cost
Extrication	1	$30,000	$30,000
Total	**1**	**$30,000**	**$30,000**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	69%	31%
Share of Equipment	0.69	0.31
Projected 2031 Population/Nonres.Vehicle Trips	355	329
Equipment per 1,000 Persons/Nonres. Trips	**1.94**	**0.94**

Cost Analysis	Residential	Nonresidential
Equipment per 1,000 Persons/Nonres. Trips	1.94	0.94
Average Cost per Unit	$30,000	$30,000
Capital Cost Per Person/Nonres. Trip	**$58**	**$28**

Cost to Prepare Development Impact Fee Report

The cost to prepare the Capital Improvement Plan and Development Impact Fee Report totals $10,000. The Fire District will need to update its report every five years. Based on this cost, proportionate share, and five-year projections of new residential and nonresidential development from the Appendix B (Demographic Assumptions), the cost is $41 per person and $22 per nonresidential vehicle trip.

Figure 11: Cost to Prepare Development Impact Fee Report

Component	*Cost*	*Demand Indicator*	*Proportionate Share*	*Cost Allocation*				Cost per Demand Unit Increase
				Units	*2022*	*2027*	*Increase*	
Fire	$10,000	Residential	69%	Population	1,061	1,231	170	**$41**
		Nonresidential	31%	Vehicle Trips	280	419	139	**$22**

INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Cost factors for fire facilities, apparatus, and professional services are summarized at the top of Figure 12. The residential impact fees are calculated by multiplying the $1,283 cost per person by the service unit ratios (persons per housing unit) for each housing type. Nonresidential development fees are calculated by multiplying the $623 per nonresidential vehicle trip by the average weekday vehicle trips per 1,000 square feet ratios and the trip adjustment factors for each development type.

Figure 12: King Hill Fire District Maximum Supportable Impact Fees

Fee Component	Proposed Fees	
	Cost per Person	Cost per Nonres. Vehicle Trips
Fire Stations	$698	$338
Fire Vehicles and Apparatus	$486	$235
Fire Equipment	$58	$28
Impact Fee Study	$41	$22
Gross Total	$1,283	$623
Net Total	**$1,283**	**$623**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.18	**$2,796**
Multifamily	1.64	**$2,104**

Nonresidential

Development Type	Trips per 1,000 Sq. Ft.	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	11.47	**$7,152**
Office	5.42	**$3,379**
Industrial	2.44	**$1,518**
Institutional	11.30	**$7,041**

CAPITAL IMPROVEMENT PLAN

The following section provides a summary of the Capital Improvement Plans depicting growth-related capital demands and costs on which the Fire District impact fees are based.

First, Figure 13 lists the projected growth over the next ten years in the Fire District. Overall, there is about a 34 percent increase is residential development (355 new residents and 171 new housing units) and a 162 percent increase in nonresidential development (199 new jobs and 125,000 square feet of development).

Figure 13: Ten-Year Projected Residential and Nonresidential Growth

King Hill RFD, ID	Base Year 2021	*1* 2022	*2* 2023	*3* 2024	*4* 2025	*5* 2026	*6* 2027	*7* 2028	*8* 2029	*9* 2030	*10* 2031	Total Increase
Population [1]	1,029	1,061	1,093	1,125	1,157	1,194	1,231	1,267	1,304	1,341	1,384	**355**
Housing Units by Type [2]												
Single Family	413	426	439	452	465	480	495	510	525	540	557	**144**
Multifamily	77	80	82	84	86	89	92	95	98	101	104	**27**
Total Housing Units	490	506	521	536	551	569	587	605	623	641	661	**171**
Jobs [3]												
Retail	12	13	13	14	14	15	15	15	16	16	17	**5**
Office	10	11	11	11	12	12	13	13	13	14	14	**4**
Industrial	105	116	129	143	159	176	195	216	240	266	295	**190**
Institutional	3	3	3	3	4	4	4	4	4	4	4	**1**
Total Jobs	131	143	157	172	188	206	226	249	273	300	330	**199**
Nonresidential Floor Area (1,000 sq. ft.) [4]												
Retail	6	6	6	6	7	7	7	7	8	8	8	**2**
Office	3	3	3	4	4	4	4	4	4	4	4	**1**
Industrial	67	74	82	91	101	112	124	138	153	169	188	**121**
Institutional	1	1	1	1	1	1	1	1	1	1	1	**0**
Total Floor Area	77	85	93	102	113	124	136	150	166	183	202	**125**

[1] Population growth is based on housing development and persons per housing unit factors
[2] Five-year average of building permits is assumed to continue over the next ten years
[3] Source: American Census Bureau OnTheMap
[4] Source: TischlerBise analysis; Institute of Transportation Engineers, Trip Generation, 2021

The Idaho Development Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to the Capital Improvement Plan included in this study will occur within five years.

CAPITAL IMPROVEMENT PLAN

A summary of the Fire District is shown below in Figure 14. As shown, the following additional infrastructure is needed to maintain current levels of service over the next ten years: 800 square feet of station space with an estimated cost of $360,000, 2 pieces of apparatus with an estimated cost of $250,000, 1 piece of equipment with an estimated cost of $30,000 and the cost of the first of two required Impact Fee Studies.

Figure 14: King Hill Fire District Capital Improvement Plan

Type of Capital Infrastructure	Description	Units #/Sq.Ft	Cost $/Unit	Total Cost	Growth Allocation	Subject to Impact Fees	Funding from Other Sources
Facilities							
Hammett Fire Station	New for Growth	800	450	360,000	100%	360,000	0
Total Facilities	Growth Adjusted Number of Units	800		360,000		360,000	0
Vehicles							
Engine		1	100,000	100,000	100%	100,000	0
Brush Trucks - Type 4		1	150,000	150,000	100%	150,000	0
Total Vehicles	Growth Adjusted Number of Units	2		250,000		250,000	0
Equipment							
Extrication		1	30,000	30,000	100%	30,000	0
Total Equipment	Growth Adjusted Number of Units	1		30,000		30,000	0
Total Capital Needs				640,000		640,000	0
Minus Current Impact Fee Fund Balance				0	100%	0	0
Plus Impact Fee Study				10,000	100%	10,000	0
Total Capital Improvement Plan				650,000		650,000	0

FUNDING SOURCES FOR CAPITAL IMPROVEMENTS

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8209(2)). Currently, there are no dedicated revenues being collected by the Fire District to fund growth-related projects.

Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs to the Fire District for Fire facilities. Evidence is given in Figure 15 in the specific chapters of this report that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no revenue credits.

Potential development impact fee revenues are summarized in Figure 15, assuming implementation of the fees at the maximum supportable level as indicated in this report. Based on the land use assumptions detailed in the Appendix, over the next ten years the Fire development impact fees are projected to generate approximately $664,000. At the bottom of the figure, the estimated revenues are compared to the estimated growth-related capital costs. The impact fee revenues are projected to completely offset the capital costs.

Figure 15: Projected Development Impact Fee Revenue

		Single Family $2,796 per unit	Multifamily $2,104 per unit	Retail $7,152 per KSF	Office $3,379 per KSF	Industrial $1,518 per KSF	Institutional $7,041 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2021	413	77	6	3	67	1
Year 1	2022	426	80	6	3	74	1
Year 2	2023	439	82	6	3	82	1
Year 3	2024	452	84	6	4	91	1
Year 4	2025	465	86	7	4	101	1
Year 5	2026	480	89	7	4	112	1
Year 6	2027	495	92	7	4	124	1
Year 7	2028	510	95	7	4	138	1
Year 8	2029	525	98	8	4	153	1
Year 9	2030	540	101	8	4	169	1
Year 10	2031	557	104	8	4	188	1
Ten-Year Increase		144	27	2	1	121	0
Projected Revenue =>		$402,624	$56,295	$15,241	$3,911	$183,494	$2,628
						Projected Revenue =>	**$664,000**
						Total Expenditures =>	**$650,000**
						Non-Impact Fee Funding =>	**$0**

PROPORTIONATE SHARE ANALYSIS

Development impact fees for the Fire District are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the Fire District in the provision of system improvements to serve new development. The Fire District will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

1) The development impact fees for the Fire District are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by the Fire District. Projects are included in the Fire District's capital improvements plan and will be included in annual capital budgets.
2) Estimated development impact fee revenue was based on the maximum supportable development impact fees for the one, districtwide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements.
3) TischlerBiseGalena has evaluated the extent to which new development may contribute to the cost of public facilities. The development impact fees will replace the current dedicated revenues for applicable public facilities. Also, the report has shown that all applicable growth-related public facility costs will be entirely funded by impact fees, thus no credit is necessary for general tax dollar funding.
4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth's portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
5) The Fire District will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the Fire District. These procedures should be addressed in the development impact fee ordinance. One service area represented by the Fire District's geographic boundary is appropriate for the fees herein.
7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual review of the capital improvement plan and proposed amendments.

IMPLEMENTATION AND ADMINISTRATION

The Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members who are residents of the jurisdiction. At least 2 of the members must be active in the business of real estate, building, or development. At least 2 members cannot be active in business of real estate, building or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the Fire District formed a Development Impact Fee Advisory Committee ("DIFAC"). TischlerBiseGalena and Fire District staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The Fire District must develop and adopt a capital improvements plan ("CIP") that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an "improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility." Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The Fire District has a CIP that meets the above requirements.

TischlerBiseGalena recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly, the Fire District should evaluate an adjustment to the CIP and development impact fees.

Idaho's enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the Fire District's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBiseGalena's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. The Fire District will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book *Trip Generation* (ITE, 2021). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Retail* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, movie theaters, and lodging (hotel/motel).

Office: Establishments providing management, administrative, professional, or business services. By way of example, *Office* includes banks, business offices, medical offices, and veterinarian clinics.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, *Industrial* includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, *Institutional* includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on City infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBiseGalena recommends that fees for residential development in the Fire District be imposed according to persons per housing unit.

Based on housing characteristics, TischlerBiseGalena recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on Fire District facilities and services. Figure 16 shows TischlerBiseGalena estimates for the Fire District using persons per housing unit from the US Census American Community Survey 2020 5-Year Estimates data for Elmore County. Housing units were provided by the Elmore County Assessor data and population was then calculated. Single family units have a person per housing unit factor of 2.18 persons and multifamily units have an average of 1.64 persons per unit.

Figure 16: Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	872	400	**2.18**	344	2.53	84%
Multifamily [2]	123	75	**1.64**	68	1.82	16%
Total	995	475	**2.09**	412	2.42	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates, Elmore County Assessor, TischlerBiseGalena Analysis

BASE YEAR POPULATION AND HOUSING UNITS

Assessor data from Elmore County was used to determine the number of housing units in the Fire District for the base year. The proportionate number of persons per housing unit portrayed in Figure 16 derived from the U.S. Census American Community Survey for both single family and multifamily units were then multiplied by the number of housing units to estimate the base year household population of 1,029 as illustrated in Figure 17 below.

Figure 17: Base Year Population and Housing Units

King Hill Rural Fire District, King Hill, Idaho	Base Year 2021
Population [1]	1,029
Housing Units [1]	
Single Family	413
Multifamily	77
Total Housing Units	490

[1] Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates, Elmore County Assessor, TischlerBiseGalena Analysis

POPULATION AND HOUSING UNIT PROJECTIONS

The King Hill Fire District is experiencing growth patterns similar to its neighboring jurisdictions in Elmore County.

Housing units currently in the pipeline, along with the normal anticipated growth in the remainder of the Fire District have been taken into account when estimating the overall growth for the district. Population growth is based on persons per housing unit factors and housing development.

Estimates based upon the development data show a growth rate of approximately 3 percent annually, 34.5 percent over the next ten years, as shown in Figure 18. Resulting in an increase of 355 residents and a housing unit increase of 171. Single family development accounts for approximately 84 percent of the total housing growth.

Figure 18. Residential Development Projections

King Hill RFD, ID	Base Year 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Increase
Population [1]	1,029	1,061	1,093	1,125	1,157	1,194	1,231	1,267	1,304	1,341	1,384	**355**
Percent Increase		*3.1%*	*3.0%*	*2.9%*	*2.8%*	*3.2%*	*3.1%*	*3.0%*	*2.9%*	*2.8%*	*3.2%*	*34.5%*
Housing Units [2]												
Single Family	413	426	439	452	465	480	495	510	525	540	557	**144**
Multifamily	77	80	82	84	86	89	92	95	98	101	104	**27**
Total Housing Units	490	506	521	536	551	569	587	605	623	641	661	**171**

[1] Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates
[2] Housing units are assumed to grow at the same rate as population

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

Industry employment totals were determined using the United States Census Bureau's OnTheMap resource, using a Fire District shapefile provided by the State of Idaho. OnTheMap provides employment breakdowns by industry for the Fire District, most recently in the year 2019. By applying the industry specific employment breakdowns from 2019 to the previously determined growth projections, we are able to provide complete employment estimates by industry. As can be seen in Figure 19, nearly 80 percent of employment is in the Industrial industry predominantly in the agricultural sector, with the institutional industry featuring the lowest percentage share.

Figure 19. Base Year Employment by Industry

Employment Industries	Base Year Jobs [1]	Percent of Total
Retail	12	10%
Office	10	8%
Industrial	105	80%
Institutional	3	2%
Total	131	100%

[1] Source: American Census Bureau OnTheMap King Hill Work Area Profile Analysis

The base year nonresidential floor area for the industry sectors is calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages, Figure 20. For Industrial the Light Industrial factors are used; for Institutional the Government Office factors are used; for Retail the Shopping Center factors are used; for Office the General Office factors are used.

Figure 20. Institute of Transportation Engineers (ITE) Employment Density Factors

ITE Code	Land Use Group	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	1,000 Sq Ft	4.19	4.24	0.99	1,012
520	Elementary School	student	2.27	22.50	0.10	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
710	General Office	1,000 Sq Ft	10.84	3.33	3.26	307
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
760	Research & Dev Center	1,000 Sq Ft	11.08	3.37	3.29	304
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center	1,000 Sq Ft	37.01	17.42	2.12	471

Source: Trip Generation, Institute of Transportation Engineers, 11th Edition (2021)

By combining the base year job totals and the ITE square feet per employee factors, the nonresidential

floor area is calculated in Figure 21. There is an estimated total of 77 thousand square feet of nonresidential floor area in the Fire District. The Industrial industry accounts for the highest amount of the total nonresidential floor area in the Fire District, with approximately 87 percent. Office accounts for 4 percent, Retail accounts for 8 percent, and Institutional accounts for 1 percent of the total.

Figure 21. Base Year Nonresidential Floor Area

Employment Industries	Base Year Jobs [1]	Sq. Ft. per job [2]	Floor Area (sq. ft.)
Retail	12	471	5,878
Office	10	307	3,193
Industrial	105	637	66,907
Institutional	3	330	1,030
Total	131		77,007

[1] Source: American Census Bureau OnTheMap

[2] Source: Trip Generation, Institute of Transportation Engineers, 11th Edition (2021)

NONRESIDENTIAL FLOOR AREA PROJECTIONS

Based on the growth projections described earlier, over the ten-year projection period, it is estimated that there will be an increase of 199 jobs. The majority of the increase comes from the Industrial industry (95%).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 125 thousand square feet, a 162 percent increase from the base year. The Industrial sector has the greatest increase, predominantly driven by agriculture.

Figure 22. Employment Floor Area and Employment Projections

Industry	Base Year 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Increase
Jobs [1]												
Retail	12	13	13	14	14	15	15	15	16	16	17	**5**
Office	10	11	11	11	12	12	13	13	13	14	14	**4**
Industrial	105	116	129	143	159	176	195	216	240	266	295	**190**
Institutional	3	3	3	3	4	4	4	4	4	4	4	**1**
Total	131	143	157	172	188	206	226	249	273	300	330	**199**
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	6	6	6	6	7	7	7	7	8	8	8	**2**
Office	3	3	3	4	4	4	4	4	4	4	4	**1**
Industrial	67	74	82	91	101	112	124	138	153	169	188	**121**
Institutional	1	1	1	1	1	1	1	1	1	1	1	**0**
Total	77	85	93	102	113	124	136	150	166	183	202	**125**

Attachment 4 - Existing Conditions Maps/Data

Figure 8: Public Lands in Elmore County

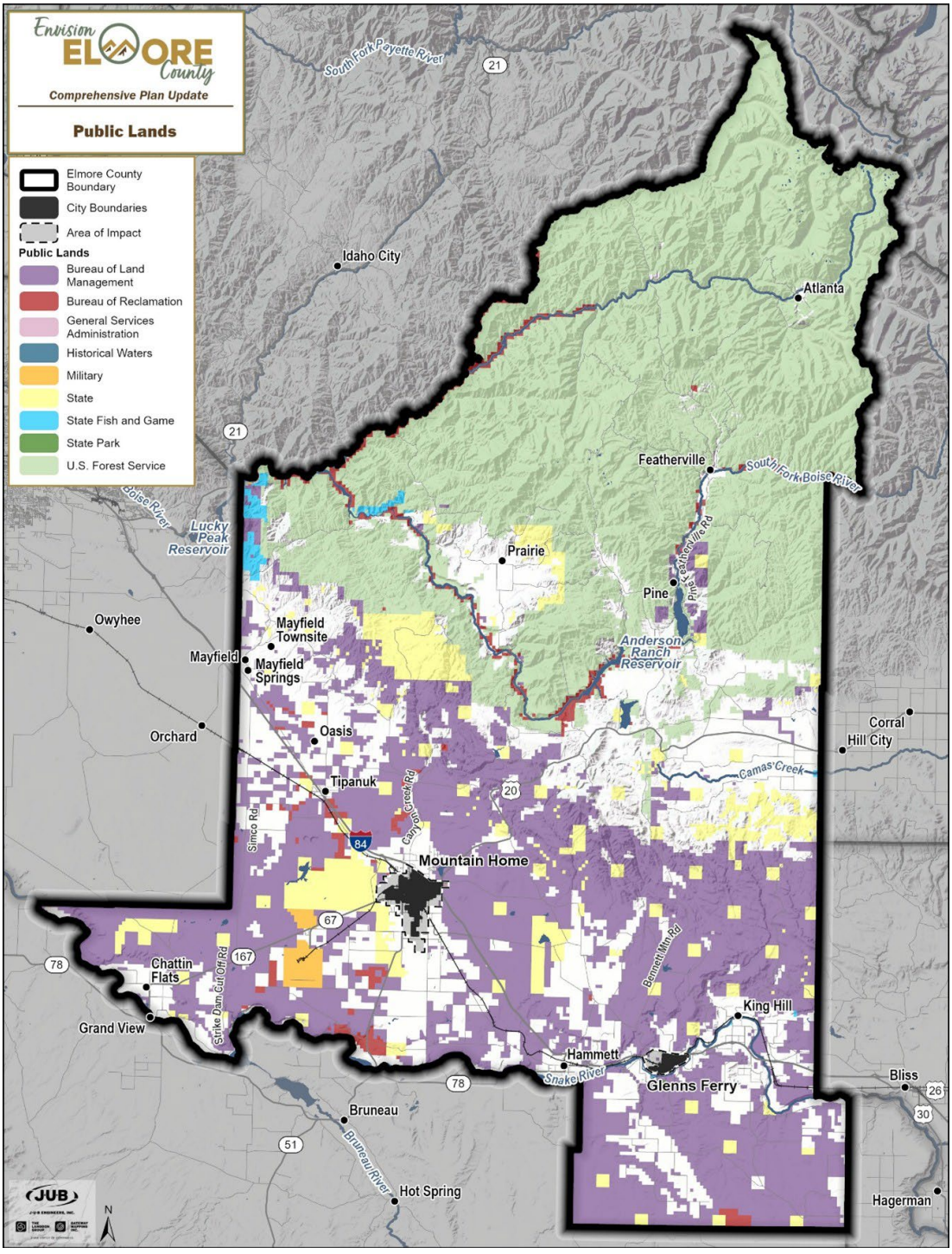


Figure 9: Historic Idaho Counties Map

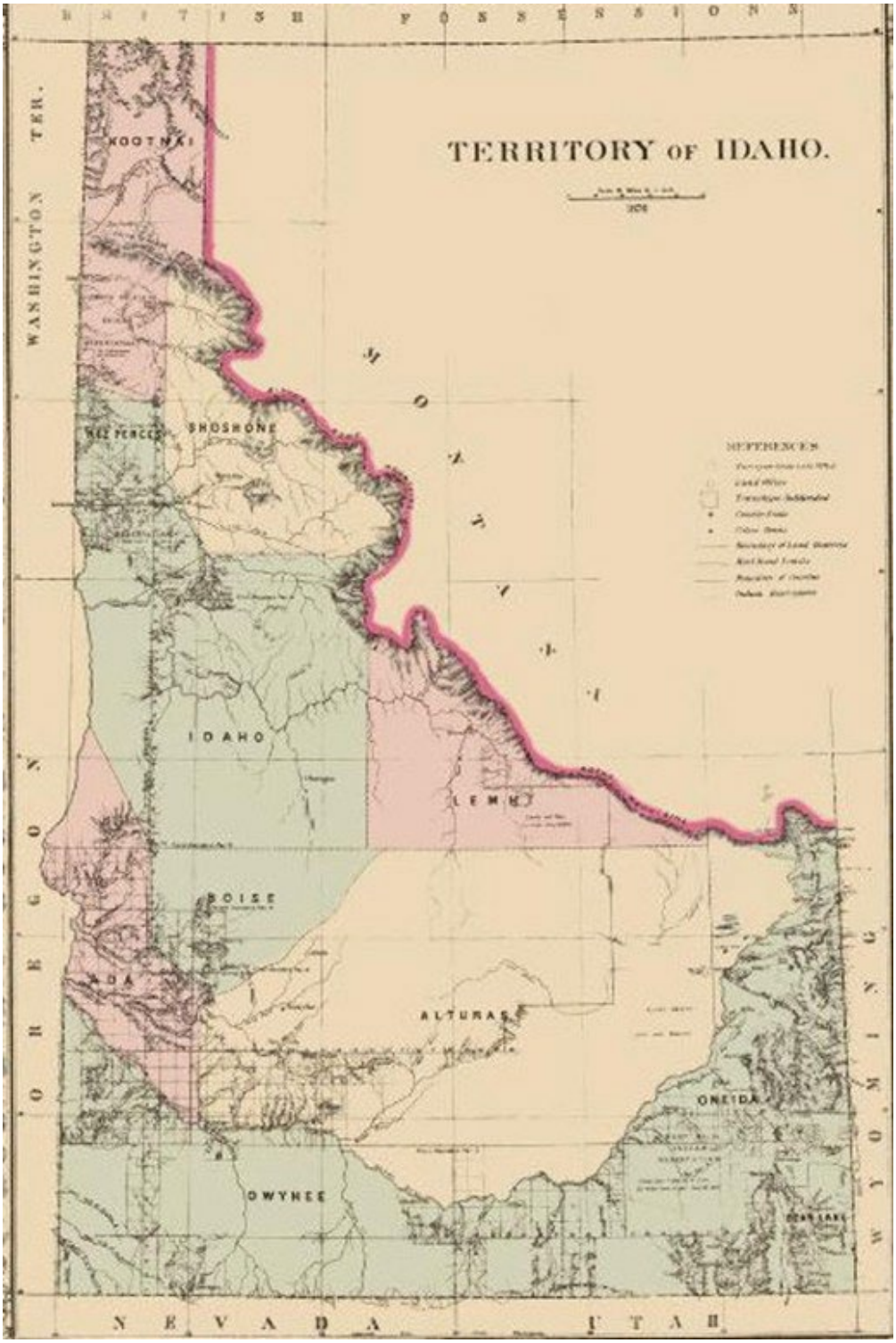


Figure 10: Transportation - Routes, Classification and Districts

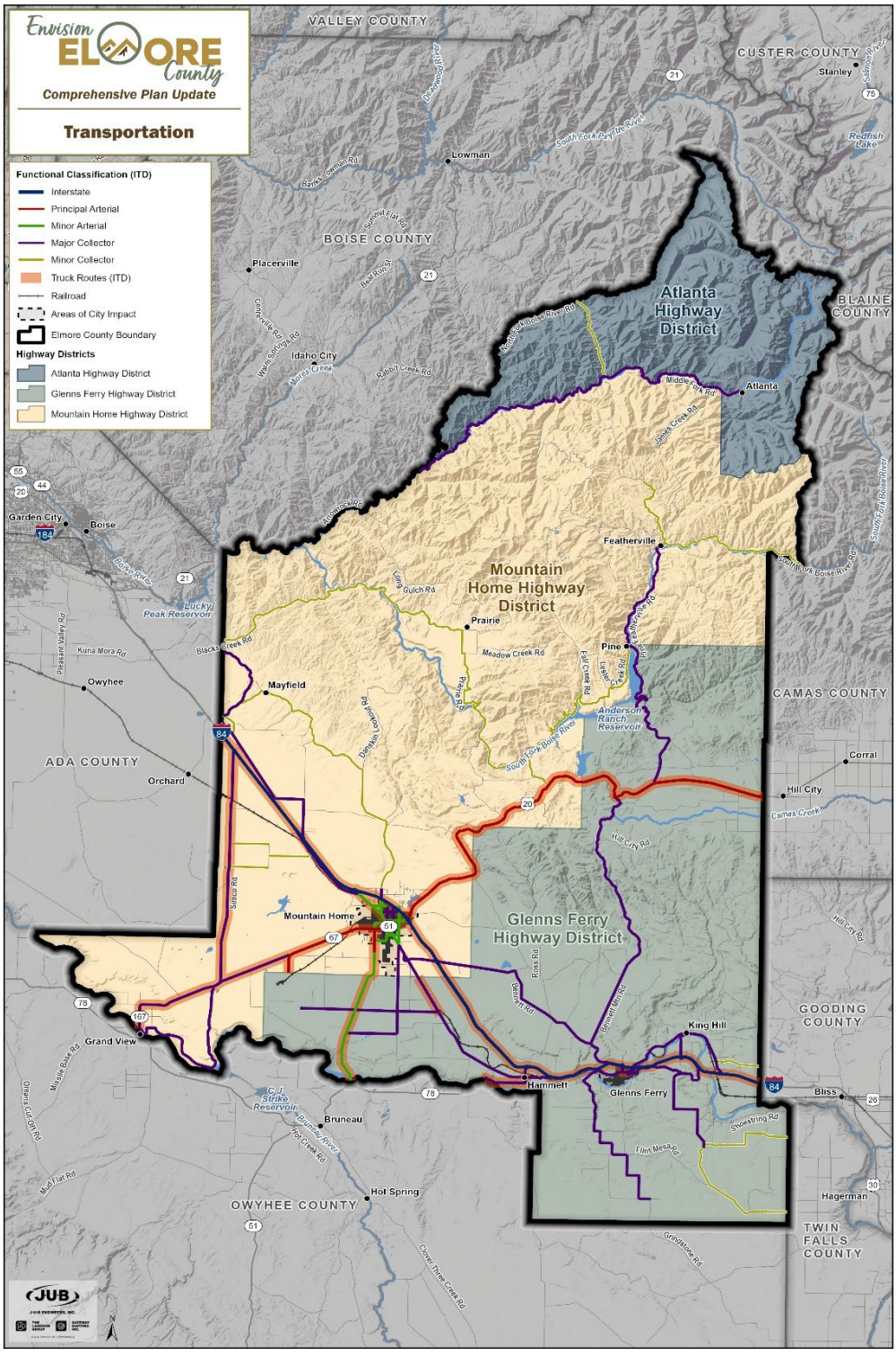


Figure 11: Utilities and Renewable Energy

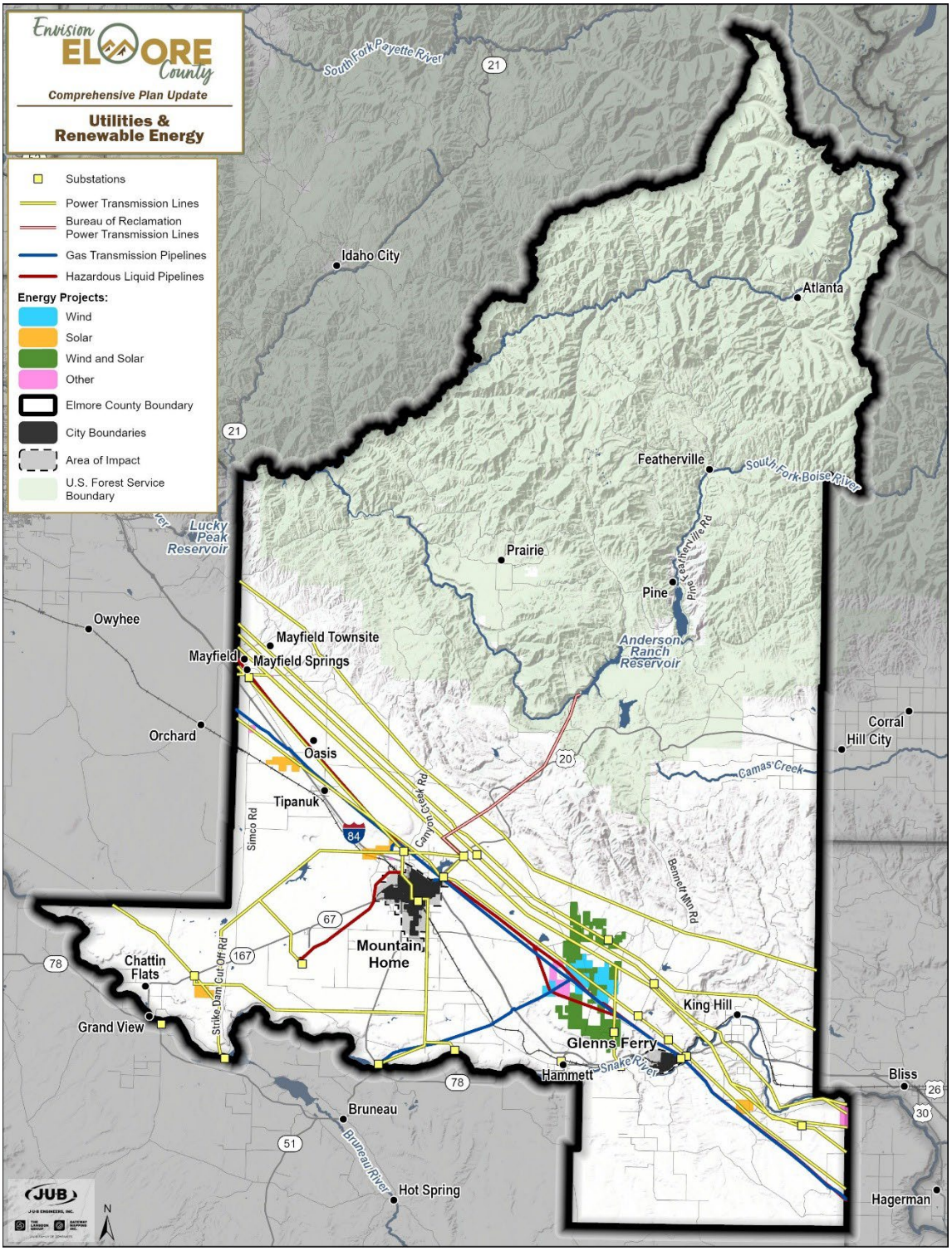


Figure 12: Agricultural Lands, Soils, CAFOs

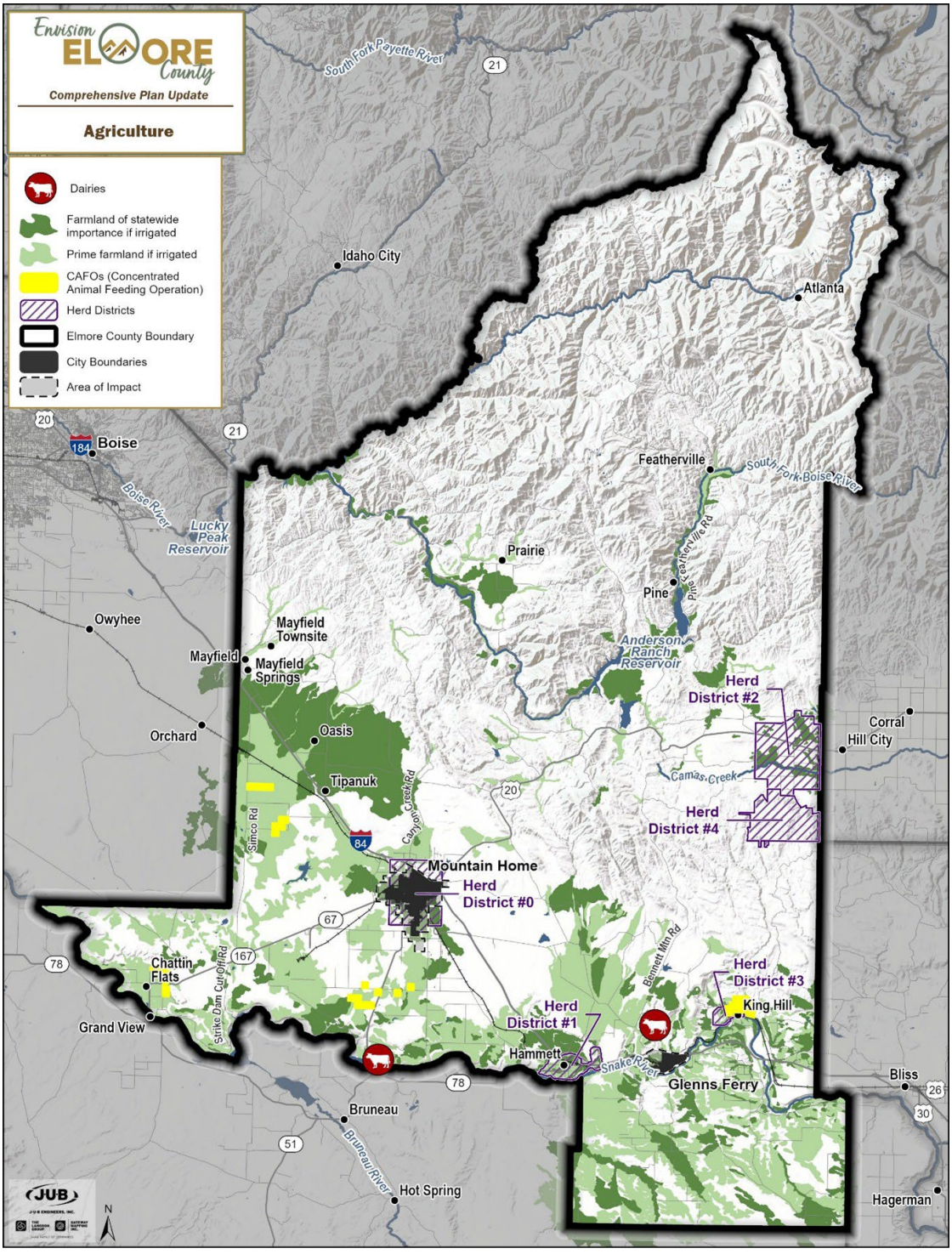


Figure 13: Parks and Recreation

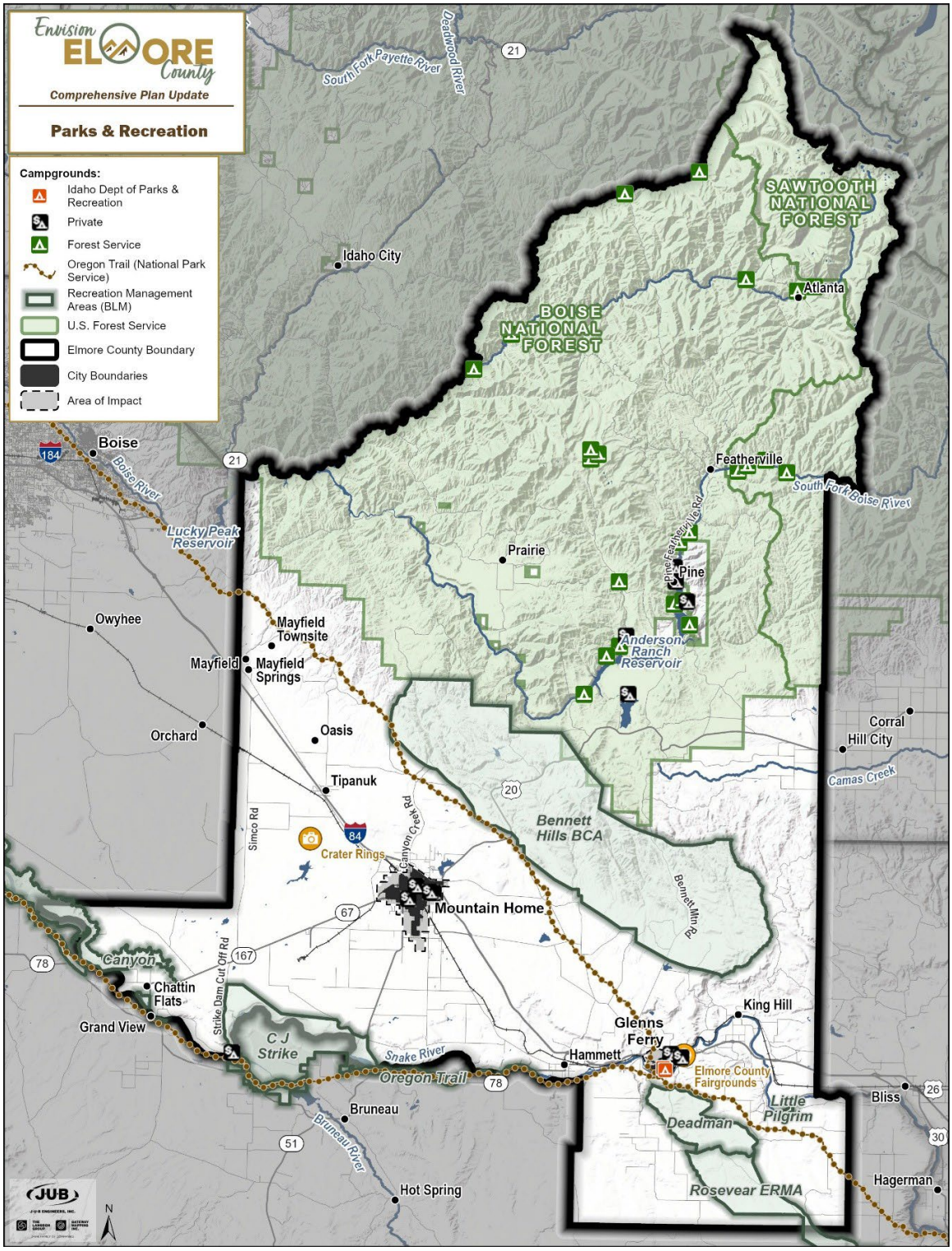
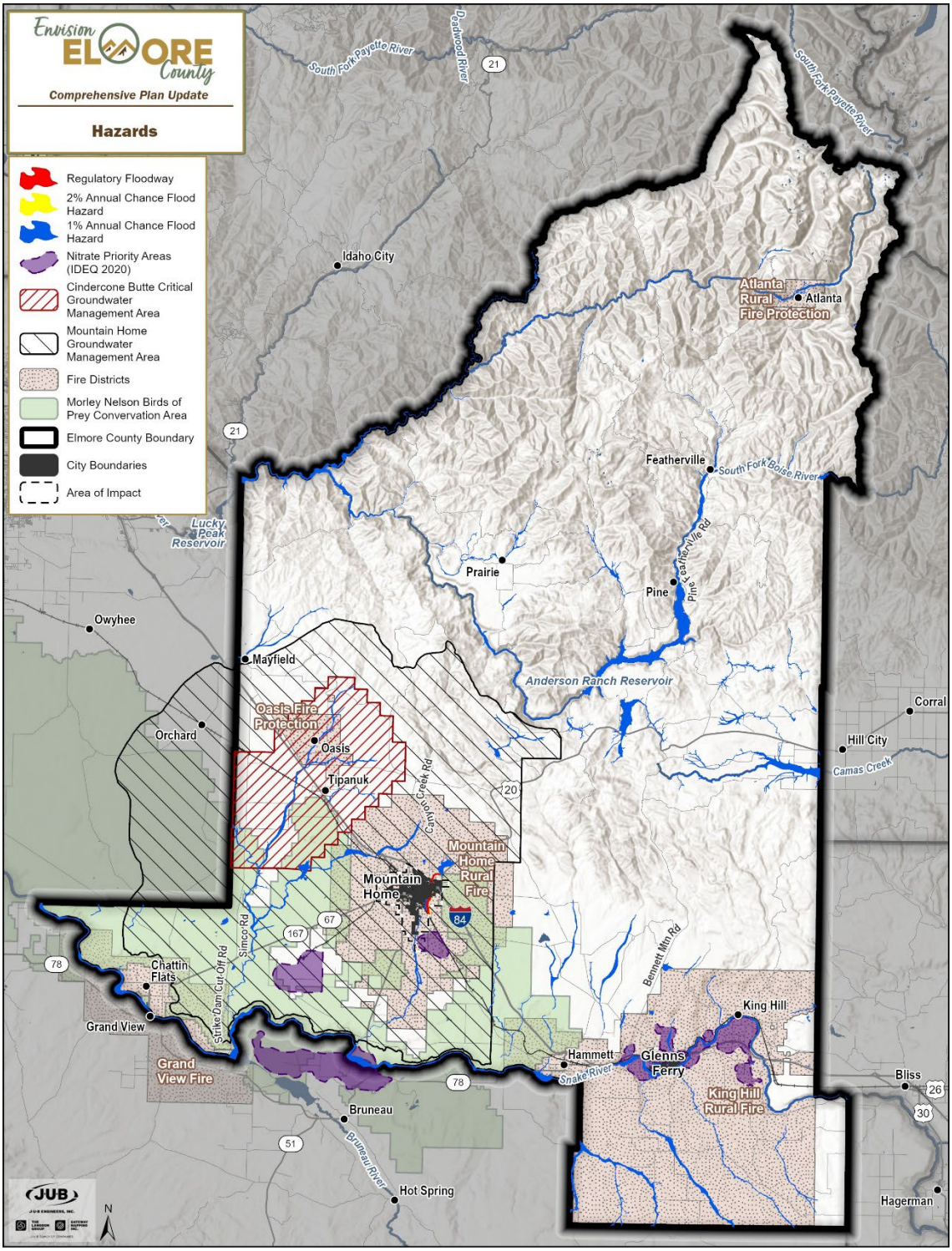


Figure 14: Hazards



Appendix A - Public Involvement Summary

PUBLIC INVOLVEMENT SUMMARY

Public Outreach Strategies

The public outreach efforts and input received throughout the planning process ensured that the plan would reflect the community's vision regarding future growth. The public involvement summary details the results of public outreach stratgies utlized throughout the planning process. Multiple outreach methods were used to invite public participation. Public outreach efforts included the following:

Situational Assessment

To inform the comprehensive plan update, J-U-B conducted a stakeholder assessment in the summer of 2024. The goal of the assessment was to better understand the issues, opportunities, and interests of a variety of stakeholders. The assessment includes information and perspectives gathered from interviews conducted with ten (10) individuals representing different interest groups. Participants included local leaders, service providers, residents, business owners, and city and county staff. Assessment participants were identified by the Elmore County Land Use and Building Department staff. Conversations were conducted informally, allowing participants to drive the direction of the interview and discuss the issues most important to them.

Advisory Committee (AC)

An Advisory Committee was formed from members of groups and entities throughout the community to glean important information regarding community interests and needs. Four AC meetings were held to discuss topics, prioritize efforts, collaborate ideas and implementation, and build consensus:

- **Wednesday, September 18, 2024** from 5:30 – 7:30p.m. at the Forest Service Building (2340 American Legion Blvd., Mountain Home, Idaho)
- **Wednesday, May 14, 2025** from 5:30 – 7:30p.m. at the Mountain Home Junior High School (1600 E. 6th Street S., Mountain Home, Idaho)
- **Wednesday, October 8, 2025** from 5:30 – 7:00 p.m. at the American Legion Hall Post 26 – Auxiliary Room (515 E. 2nd S. Mountain Home, ID 83647).
- **Thursday, October 23, 2025** at a joint meeting with the Planning and Zoning Commission, from 5:30 – 6:30 p.m. at the American Legion Hall Post 26 (515 E. 2nd S. Mountain Home, ID 83647).

Public Open House Series

The Elmore County Land Use and Building Department hosted a series of public open houses in October 2024 to share information about the county's comprehensive plan update. These meetings provided the opportunity for the public to visit with the project team and City staff to stay informed about the comprehensive plan and process and to provide thoughts and ideas regarding Elmore County's future:

- The first open house event took place in **Pine** from 12:00 – 2:00 p.m. at the Boise River

Senior Center located at 320 N. Pine Featherville Rd., Pine, ID 83647

- The second outreach event took place **Mountain Home** from 11:30 a.m. – 1:30 p.m. at the former Forest Service office building, located at 2340 American Legion Blvd, Mountain Home, Idaho.
- A final open house took place in **Glenns Ferry** from 4:00 – 6:00 p.m. at the VFW Hall, located at 132 East 5th Street, Glenns Ferry, Idaho.

Public Webpage

The website was established for the public to have continual access to project information throughout the duration of the planning process. The webpage was located on the City's website and available as a standalone project website at https://bit.ly/ElmoreCountyCompPlan. Community members were encouraged to visit the project website to offer input regarding land use, transportation, natural resources and other areas of interest to the county, to help inform the Comprehensive Plan Update.

Elmore County Comprehensive Plan Update
Situational Assessment

Executive Summary

J-U-B Engineers, Inc. (J-U-B) is working with the Elmore County Land Use and Building Department to develop a Comprehensive Plan update. The current Comprehensive Plan for Elmore County, adopted on December 29, 2014, was developed when population growth had stagnated for more than a decade. Since then, Elmore County has seen growth and development patterns that were not anticipated at the time. The updated Comprehensive Plan will reflect the current conditions and concerns of the county and set a vision for the next 10-20 years.

To inform the comprehensive plan update, J-U-B conducted a stakeholder assessment in the summer of 2024. The goal of the assessment was to better understand the issues, opportunities, and interests of a variety of stakeholders. The county will use that information to identify the necessary individuals, interests, and organizations to be represented on the comprehensive plan's Advisory Committee (AC), as well as identify issues and themes to explore as a part of the plan update.

The following summary includes information and perspectives gathered from interviews conducted with ten (10) individuals representing different interest groups. Participants included local leaders, service providers, residents, business owners, and city and county staff (refer to Table 1.0 at end of document). Assessment participants were identified by the Elmore County Land Use and Building Department staff.

J-U-B developed a Situational Assessment Interview Guide (see page 4) to aid in the direction of conversation with participants. Conversations were conducted informally, allowing participants to drive the direction of the interview and discuss the issues most important to them. All interviews were conducted by telephone.

Each participant expressed a positive outlook on the future of Elmore County, with many themes providing opportunities for collaboration. Emerging themes included the challenges and opportunities that come with growth and development, water resources, economic development, and services/infrastructure.

Methodology

Elmore County Land Use and Building Department identified assessment participants, representing a relevant and diverse cross-section of interests, perspectives, and experiences. The participants represented different interests, including:

- Mountain Home Air Force Base
- City and County Services
- Local Business/Economic Development
- Agriculture
- Recreation
- Education

A complete list of participants is provided at the end of this document (Table #). Interviews were one-on-one and lasted approximately 1 hour. Interviews were conducted using a discussion guide which allowed participants flexibility to elaborate on issues and topics that were of interest to them.

The following summary relays common opinions, issues, and concerns that exist among a diverse subset of stakeholders. Comments are not attributed to specific individuals, interests, or organizations.

Summary of Key Themes and Issues

Growth and Development

- **Housing:** Immediate need for housing, and affordable housing for the workforce is a concern. Housing and housing affordability is perceived as a huge issue for economic development in rural areas across southern Idaho. The County needs to have more control over where growth happens, this will be a tough balancing act for the city of mountain home and the county, but offering a variety of housing options in Elmore County needs to be addressed.

- **Infrastructure:** A common theme that emerged as an issue to address is sufficient public infrastructure in rural communities. For example, Glenns Ferry has had difficulty securing funding needed for public utilities and transportation improvements. Additionally, it was stated that remote areas of Elmore County really don't get the help that they need with infrastructure, particularly as it relates to transportation and safety. Remote areas like Pine, that see spikes in tourist activity, are not prepared to deal with increased population. Recommended future development activity would take place in or near the City of Mountain Home since this is where the bulk of infrastructure is located. However, Mountain Home must carefully evaluate their capacity to serve new residents and development activity. Interviewees suggested that the planning process should identify and understand where the infrastructure hubs are and could be, and control growth from that perspective. Educational facilities and schools require renovation, most of the schools were built in the 50's-60's and could use an overhaul, however bonds are not passing to secure funding for new infrastructure.

- **Water (*top concern identified by interviewees*):** Most of the interviewees addressed concerns about future development and access to water. There are immediate infrastructure issues that include water and sewer pipes throughout the county. There also needs to be a way to monitor wells and water usage for property with small lots. Interviewees inquired about how the comprehensive plan will help address water quantity, quality, availability and if it can and will protect water rights. Additionally, as the county looks at future development sites, it needs to consider if there is enough water for the size of proposed developments, and address how new development impacts existing infrastructure. Addressing how water restrictions impact property values is also a concern.

- **Safety:** Addressing the negative impacts of spillover from Treasure Valley population that can't afford living in Boise/Meridian or Nampa/Caldwell can create concerns for safety and public services. The ability to provide emergency services to remote corners of Elmore County, particularly during spikes in recreational activity or hazardous conditions (weather related, transportation, fire, flood etc.)

Economic Development

Topics that arose in interviews pointed to a variety of factors that are perceived to have hindered economic development in Elmore County. Themes included:

- Lack of housing
- Transportation issues, specifically ability to managing traffic flow and expanding freeways, recognizing that the grown will put more demand on our roads
- Opportunities for fairgrounds to be utilized year-round for revenue generation.
- Increased snowmobile traffic in Elmore, but registration fees not being designated toward Elmore County when operators register machines
- Better population projections and better growth information
- There are a number of communities in Elmore County that have lost their status as incorporated cities. These communities cannot receive grants or funding to address sewer issues
- Major real estate development is exempt from Impact Fee structures, creating an imbalance of expected versus realized fees
- Proper allocation of impact fees toward public safety equipment and infrastructure, as opposed to personnel

Public Access

Interviewees questioned how the comprehensive plan would address issues related to public land use and the impact that increased access to outdoor recreation is having on public lands. There is rising concern that the use of snowmobiles, RVs, motorcycles, ATVs/UTVs poses a risk to the outdoor recreation amenities (trails, roads, etc.) and access.

Along the same lines, there was specific concern centered on loss of access to snowmobile trails in the Pine and Featherville area that cross private property. As property changes hands, many of these access trespasses through private property are in fear of being lost.

Other issues were identified within the incorporated areas of the county. Specific examples included seniors having issues obtaining public services such as hospitals and the DMV, infrastructure and transportation issues in Glenns Ferry, a community swimming pool in Elmore County, and to a lesser extent, big box stores and restaurants.

Transportation

Transportation was a major concern among interviewees. Highway access was identified as an issue for supporting future growth. Specifically:

- Managing traffic flow and getting ahead of growth in transportation planning
- Strategic land acquisition to support future linkages in the roadways (including west Mountain Home, an area identified for growth due to its proximity to Boise)
- Working with Union Pacific to address the insufficient overpass/underpass in Glenns Ferry

There was also marked concern over the county's role in transportation planning and implementation, as opposed to ITD. There were calls for multijurisdictional transportation planning between highway districts and government entities. Interviewees would like to embed transportation planning into the comprehensive plan to better enable funding opportunities and grants.

Additional concern was expressed regarding the following:

- A ride share program to help seniors access services in Mountain Home
- Planning for road issues and rural fire issues in the pine/Featherville area
- Planning for recreational trails
- The inclusion of aeronautical in the plan, including future access for airports and the potential for increasing as a freight hub at the airport

Minor Notable Themes

Interviewees expressed two additional areas the comprehensive plan could potentially address.

- Disaster preparedness, with outreach to providers and residents.
- Collaboration within and between agencies to address the concerns of the county.

Conclusion

Interviewees have been happy with the Elmore County Land Use and Building Department and expressed sentiments of feeling that the county has their priorities straight, that someone is always available to help, and that staff have been great at providing resources when evaluating projects and offering helpful oversight with the planning process.

Strategic and intentional collaboration with area partners, organizations, residents, and agencies will be key to ensuring the health and success of the community, especially as Elmore County faces large development opportunities. Keeping the heart of Elmore County at top priority was a common theme that emerged throughout the interview process, essentially capturing the spirit of small-town America while providing enough amenities for day-to-day operations. The county and cities will benefit from working together towards meeting common goals and focusing on meaningful outreach for the future success and growth of Elmore County.

Elmore County Comprehensive Plan Update
Situational Assessment Interview Guide

Overview

The following interview guide was used in facilitating stakeholder interviews for the Elmore County Comprehensive Plan Update. Conducting one-on-one interviews with key stakeholders is an effective method of public involvement (PI). Stakeholder interviews help to gain an understanding of the community's priorities, interests, challenges, and potential opportunities for improvements. Stakeholder input will help inform the public involvement strategy moving forward.

Interviews will be held at the location most convenient for the interviewee, with the option of meeting virtually. Interviews are scheduled to last one hour but may vary based on the availability and/or interest of the stakeholder.

The following questions will serve as a guide for conducting stakeholder interviews. For each stakeholder, questions will be selected based on stakeholder interest and relevance to their role in the community. Some or all may be used. Interviews are intended to be conversational allowing the interviewee to focus on the issues that are most important to them. Some questions may be used to help expand stakeholder views and/or to introduce subjects they had not previously considered.

Guiding Questions

Understanding the Stakeholder

1. What is your role with your (city, district, board, legislature, community, organization, etc.)?
2. Explain the experiences (positive and negative) you've had with Elmore County (examples to generate discussion: zoning, services, code enforcement, etc.)

Understanding Past and Current Situations

1. What are the biggest challenges for your organization/department over the next:
   - 1-3 years
   - 3-5 years
   - 5-10 years
2. How can the county and a comprehensive plan help you address and tackle these challenges?
3. What issues are the most important for this comprehensive plan to address?
4. What are some of the most important community sites or areas in Elmore County?
5. What are some natural features or community attributes that we need to focus on?

Future Needs and Strategies

1. What are the biggest challenges for the Elmore County over the next:
   - 1-3 years
   - 3-5 years
   - 5-10 years
2. What issues facing Elmore County are important to you?
3. What changes do you think will be necessary in the future (5, 10, 20 years) to meet increasing needs and demands?
4. What opportunities might be available to address community issues or improve quality of life?
5. As Elmore County grows, what are some words you would use to describe an ideal future Elmore County?

Services and Growth

1. What experiences or issues have you faced regarding economic development? How might that be addressed in this comprehensive plan effort?
2. What experiences or issues have you faced regarding public services? How might that be addressed in this comprehensive plan effort?
3. Where do you believe are the most realistic, future areas to annex, develop or grow?
4. Are there any projects or programs that you believe Elmore County should undertake in the next 5 to 10 years?

Wrap Up

1. What else should we be thinking about?
2. Who else do we need to talk to in order to gather the information necessary to understand and create an informed vision and strategies?
3. Would you be willing to meet with our team at different progress points to evaluate and give feedback on the progress?

List of Interviewees for Situational Assessment

Table 1.0

Name	Position
Josh Dison	County Assessor
Tracy Giles	Mountain Home Air Base
Christy Accord	Rural Economic Development
Bonnie Layton	Mayfield Springs Planned Community Developer's Rep
Curt Kanester	Area 20 Trail Snow Trail Groomer and Resident of Pine Community
Ed Oppedyk	Longtime P&Z Member and Dairyman
John Christobal	Commercial Contractor, Impact Fees Advisory Committee Chair, Resident of Mountain Home
Billy Galloska	Mayor of Glenns Ferry and Religious Leader
Al Hofer	County Commissioner
Carl Vangh	Retired ITD and Developer's Rep

Elmore County Comprehensive Plan
Advisory Committee Meeting No. 1

Wednesday, September 18, 2024
Forest Service Building (2340 American Legion Blvd., Mountain Home, Idaho)
5:30 – 7:00 p.m.

Meeting Agenda

Welcome and Introductions

a) What is a Comprehensive Plan?
b) Role of the Advisory Committee
c) 3 Words Activity

Plan Process

a) Timeline
b) Evaluate Current Plan

Public Involvement

a) Situational Assessment
b) Advisory Committee Meetings
c) Open Houses: Wednesday, October 19

Planning Activities

a) Web Map Slide Show
b) Issue Review and Feedback
c) Existing Land Use Map Discussion

Next Steps and Milestones

a) Next Advisory Committee Meeting

THANK YOU FOR YOUR PARTICIPATION!

Advisory Committee Meeting No. 1 Meeting Notes

Wednesday, September 18, 2024, from 5:30 – 7:30p.m.
Forest Service Building (2340 American Legion Blvd., Mountain Home, Idaho)

Welcome and Introductions

Sheri, Planner from J-U-B Engineers convened the meeting. Advisory Committee was welcomed by **Mitra**, Director of Elmore County Land use and Building Department. J-U-B staff and members of the Advisory Committee introduced themselves, and committee members shared their roles as residents of Elmore County.

- **What is a Comprehensive Plan?**
  Sheri provided an overview of the comprehensive planning process, sharing an APA Idaho video describing the required elements of an Idaho Comprehensive Plan was shown for the Advisory Committee. To view the video, click here.

- **Role of the Advisory Committee**
  Sheri described what the role of the Advisory Committee will be in the development of the Elmore County Comprehensive Plan. The Advisory Committee will help to publicize upcoming Open House events and review all plan drafts prior to the Comprehensive Plan update being released to the public. Committee members act in an advisory role to the project team during the planning process to provide input on project objectives, expectations, public outreach, and initial data collection.

  Additionally, members will work with the project team to provide input on existing conditions data and maps provided to assist in the assessment of conditions that will be adapted into the various plan elements.

- **3 Words Activity**
  Members of the Advisory Committee were asked by Sheri to list three words describing Elmore County. The results of the three-word activity are listed below:

  - Innovative
  - Strong
  - Prosperous
  - Progressive
  - Stewards
  - Resilient
  - Diverse
  - Strategic
  - Agriculture
  - Healthy
  - Dedicated
  - Educated
  - Safe
  - Community-driven
  - Protected (natural beauty)
  - (responsible) growth
  - Pro-growth
  - Stable
  - United
  - Recreational
  - Welcoming
  - Sustainable
  - Clean
  - Destination
  - Collaborative
  - Family-friendly
  - Industry
  - Military-friendly

Plan Process

Sheri explained the three phases of the Elmore County Comprehensive Plan update and the timeline for the three phases. Phase I (initiation and vision), Phase 2 (Outreach and Analysis) and Phase 3 (Draft and Adoption). The overall project timeline began in May 2024 and is anticipated to take place through October 2025. See attached Bi-Lingual Comprehensive Plan Handout, that provides an overview of the planning process and timeline for completion, provided in **Appendix A**.

Wendy, Planner from J-U-B described how and why existing Comprehensive Plans are evaluated, and which elements are typically updated due to changes related to population growth in a community.

Public Involvement

Rebecca, Public Involvement Specialist from J-U-B Engineers provided an overview of public outreach methods the Advisory Committee can expect throughout this process, including:

- **Situational Assessment:** To help inform the comprehensive plan update, a Situational Assessment was conducted by J-U-B Engineers in the summer of 2024. The goal of the assessment was to better understand the issues, opportunities, and interests of a variety of stakeholders. The assessment aided in the development of the Advisory Committee, as well as provided insight to initial issues and themes to explore as a part of the plan update. An official summary of the situational assessment will be provided at a later date.

- **Advisory Committee Meetings:** Three meetings are planned throughout the project. The input the Advisory Committee provides to the project team during these meetings will better equip Elmore County to make informed comprehensive planning choices that meet community needs.

- **Public Open Houses:** A series of public open houses are scheduled for October 2024. The Advisory Committee is tasked with promoting community participation at these events. The purpose of the open houses is to identify initial issues and discuss potential Future Land Use Maps (FLUM).

Planning Activities

Web Map Slide Show: Sheri provided a web map overview of Elmore County that shows existing conditions and supporting data layers for the purpose of identifying potential for future land use areas. To view the interactive web map, with its layers click here.

Issue Review and Feedback / Existing Land Use Map Discussion: Sheri, Wendy and Rebecca of J-U-B led a work session where Advisory Committee members were asked to review a list of initial comprehensive planning issues based on feedback received as part of the Situational Assessment. Initial issues were broken up into three categories: Economic, Environmental, and Community. Advisory Committee members were given two tasks, 1) assess and provide feedback on the lists of initial issues and 2) identifying where the initial issues might be best addressed geographically on a map of Elmore County.

As part of this exercise, Advisory Committee members used physical maps of Elmore County to identify existing and potential land use areas. Comments received during this activity will be compiled and presented to the public at the upcoming open house series, scheduled for October.

See attached initial issues lists provided in **Appendix B.**

Next Steps and Milestones

- **Public Open House** series is scheduled to take place in October 2024. There will be three open houses to take place in Pine, Glenns Ferry and Mountain Home:
    - Pine Public Open House
      Tuesday, October 15
      Boise River Senior Center (350 N Pine Featherville Road, Pine, ID 83647)
      1:00 – 3:00 p.m.

    - Mountain Home Public Open House:
      Monday, October 28
      Forest Service Building (2340 American Legion Blvd., Mountain Home, Idaho)
      ** This is the same location as the first Advisory Committee meeting.*
      11:30 a.m. – 1:30 p.m.

    - Glenns Ferry Public Open House:
      Monday, October 28
      VFW Hall (132 East 5th Street, Glenns Ferry, ID 83623)
      4:00 – 6:00 p.m.

- **Next Advisory Committee Meeting** has not been scheduled, but Advisory Committee members can anticipate an upcoming meeting invite for January 2024 and late-Spring 2025.

APPENDIX A

BI-LINGUAL HANDOUT

Envision ELMORE COUNTY

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a 10–20-year road map for the future of our County. A plan guides development activities and is prepared with the involvement of residents, businesses, non-profits and public agencies, and the plan reflects their issues and concerns.

Idaho Counties and Cities must prepare and maintain a current comprehensive plan in accordance with Idaho Code Section 67-6508. The plan must consider "previous and existing conditions, trends, desirable goals and objectives, and desirable future situations."

¿QUE ES UN PLAN COMPRENSIVO? Es plan de ruta de 10 a 20 años para el futuro de nuestro condado. El plan guía las actividades de desarrollo que se prepara con la participación de residentes, empresas, organizaciones sin fines de lucro y agencias públicas, y refleja sus problemas y preocupaciones.

Los condados y cuidades de Idaho deben preparar y mantener un plan comprensivo actual de acuerdo con la Sección 67-6508 del Código de Idaho. El plan debe considerar "condiciones previas y existentes, tendencias, metas y objetivos deseables, o situaciones futuras deseables."

DOES THE COMPREHENSIVE PLAN APPLY TO YOU?

The geographic extent of the comprehensive plan includes all properties outside of city limits (refer to map on back)
¿SE APLICA EL PLAN COMPRENSIVO USTED? La extensión geográfica del plan comprensivo incluye todas las propiedades dentro de los límites de la ciudad, así como aquellas ubicadas dentro del area de impacto de la Ciudad (consulte el mapa)

WHAT IS THE PROJECT TIMELINE? ¿CUÁL ES EL CRONOGRAMA DEL PROYECTO?

PHASE I

MAY 2024 - SEPT 2024
Initiation and Vision
Iniciación y Visión

PHASE II

OCT 2024 - MAR 2025
Outreach and Analysis
Divulgación y Análisis

PHASE III

APRIL - OCT 2025
Draft and Adoption
Redacción y Aprobación

How can you get involved?

- Join the interested parties list:
- Visit the Website:
  elmorecounty.org/land-use-and-building-department
- Follow the Facebook page:
  https://www.facebook.com/ElmoreCountyIdaho
- Questions or comments: Rebecca Coulter
  rcoulter@langdongroupinc.com | 208-376-7330
- Participate in Public Outreach Events: 2024

¿Cómo puede usted participar?

- Únete a la lista de interesados: rcoulter@jub.com
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- Participe en eventos de difusión pública: 2024

WILL THIS AFFECT HOW YOUR PROPERTY IS ZONED?

Idaho Code requires that zoning districts, as well as zone changes, special permits, and zoning ordinances, are in accordance with the adopted comprehensive plan. So, while changes to the zoning map and ordinances will not occur NOW, future development will need to comply with the new Comp Plan.

¿AFECTARÁ ESTO A LA FORMA EN QUE SU PROPIEDAD ESTÁ ZONIFICADA? La Ley de Idaho requiere que los distritos de zonificación, así como los cambios de zona, los permisos especiales y las ordenanzas de zonificación, estén de acuerdo con el plan comprensivo adoptado. Por lo tanto, si bien los cambios en el mapa de zonificación y las ordenanzas no ocurrirán AHORA, pueden ocurrir después de que se adopte el nuevo plan para garantizar que el plan se implemente correctamente.

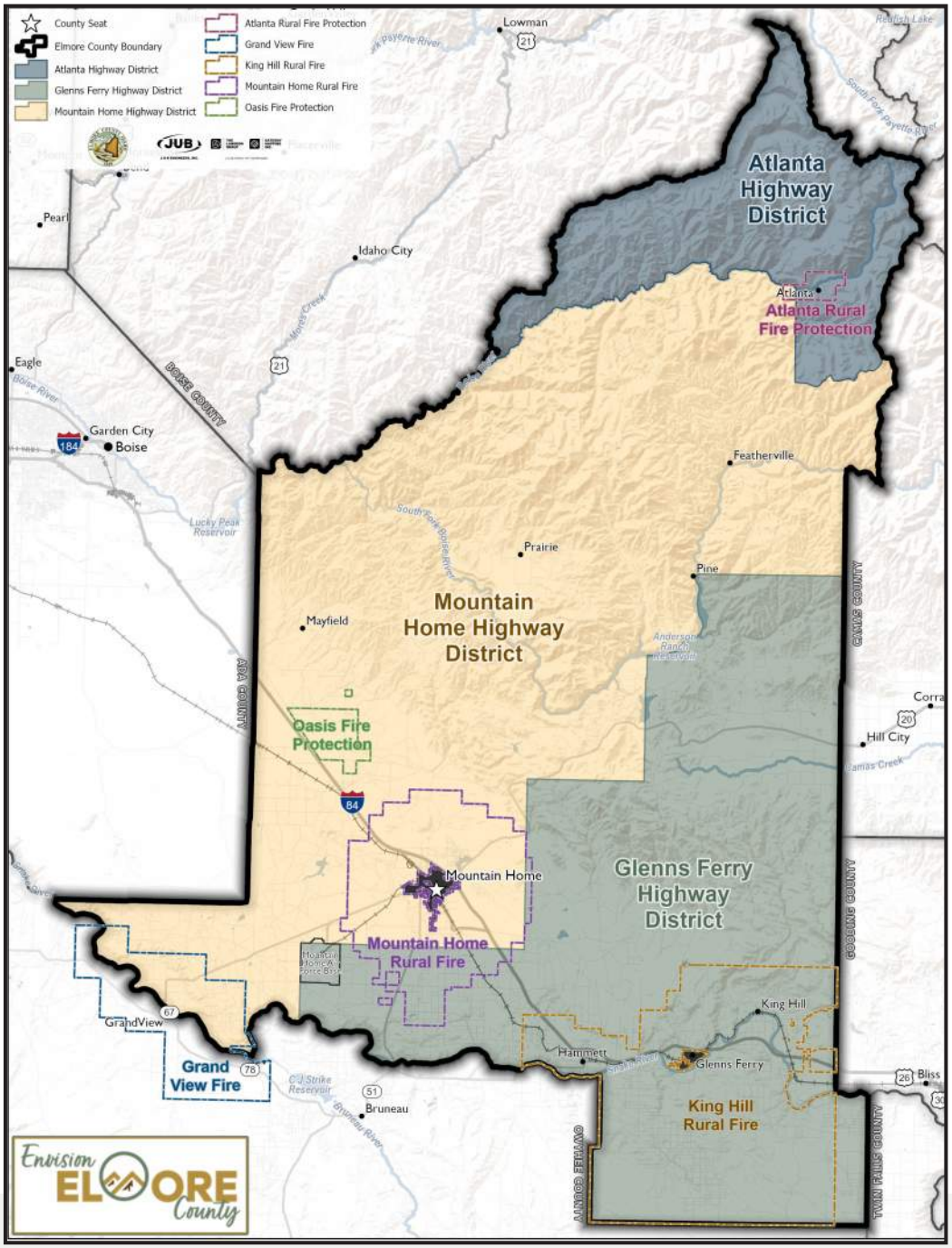
WHAT DOES ELMORE COUNTY DO?:

Idaho's Counties are granted governmental powers and authority through the State of Idaho. Elmore County, along with special districts, provides special services and regulates within their jurisdictions. Elmore County provides the following services:

- Courts and Justice Services
- Elections
- Emergency Management Services
- Fairgrounds
- Land Use and Building
- Landfill
- Noxious Weeds and Pest Abatement

¿Qué hace el condado de Elmore? El Estado de Idaho otorga a los condados poderes y autoridad gubernamental. El Condado de Elmore, junto con los distritos especiales, proporcionan otros servicios y regulan dentro de sus jurisdicciones. El Condado de Elmore ofrece los siguientes servicios:

- Tribunales y Servicios de Justicia
- Elecciones
- Servicios de Gestión de Emergencias
- Recintos Feriales
- Ordenación del Territorio y Edificación
- Vertedero
- Eliminación de Maleza Nociva y Plagas



APPENDIX B

INITIAL ISSUES

ECONOMIC

Recreation
Transportation (Airports)
Economic Development
School Facilities

Initial Issues

- Adequacy of County recreation areas for residents and visitors
- Potential to expand access and coordination among recreation areas
- Expansion of fairgrounds to function year-round
- Ability to manage current traffic flow and provide better access with growth
- Sufficient infrastructure to serve existing and future development
- Water quantity, quality, availability
- Aging schools
- Future of solar, wind and other renewable energy industries

ENVIRONMENTAL

Natural Resources
Special Areas & Sites
Hazardous Areas
Agriculture

Initial Issues

- Water quantity, quality, availability
- Safety concerns particularly from visitors but also growing population
- Potential wildfire impacts
- Address future of solar, wind and other renewable energy industries
- Coordination with Public Land and State Natural Resource agencies
- Impact of new development on traditional Agricultural uses.

COMMUNITY

Land Use (Community Design)
Housing
Public Services, Facilities & Utilities
National Interest Electric Transmission Corridors

Initial Issues

- Accurate population growth projections are critical
- Need for variety of housing options
- Sufficient infrastructure to serve existing and future development
- Impact fee structure and allocations working properly
- Water quantity, quality, availability
- Safety concerns particularly from visitors but also growing population

Envision ELMORE COUNTY

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- Ordenación del Territorio y Edificación
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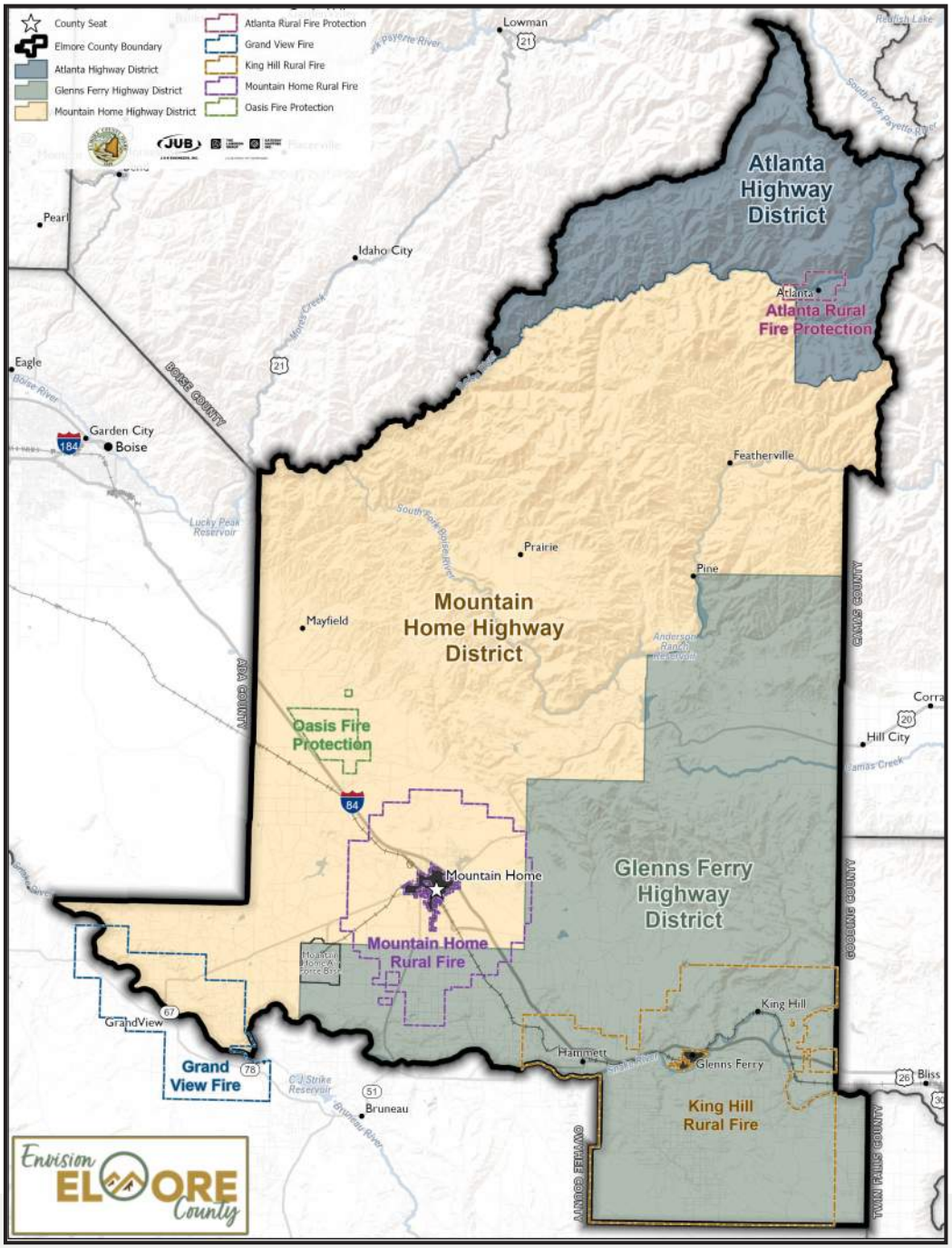

Elmore County Comprehensive Plan

Advisory Committee Meeting No. 2

Wednesday, May 14, 2025
Mountain Home Junior High School
1600 E 6th S St, Mountain Home, ID 83647
5:30 – 7:00 p.m.

Meeting Purpose: Work together to develop preliminary goals, objectives, and strategies for the Comprehensive Plan Update, and provide input on a working draft of the Future Land Use Map.

Meeting Agenda

Welcome & Introductions

a) Progress to Date
b) Existing Conditions Reports
c) Draft Vision

Goals, Objectives, Strategies

a) Advisory Committee Activity – Creating Goals, Objectives, Strategies
b) Economic, Environment, Community

Future Land Use Map (FLUM)

a) FLUM Overview
b) Advisory Committee Feedback

Next Steps and Milestones

a) Next Advisory Committee Meeting Fall 2025

THANK YOU FOR YOUR PARTICIPATION!

Elmore County Comprehensive Plan
Advisory Committee Meeting May 14, 2025

Mountain Home Junior High School (1600 E 6th S St, Mountain Home, ID 83647)

Meeting Purpose: Work together to develop preliminary goals, objectives, and strategies for the Comprehensive Plan Update, and provide input on a working draft of the Future Land Use Map.

Meeting Agenda

Welcome & Introductions

a) **Progress to Date**
Sheri Freemuth gave a quick overview of the planning process to date, including the stakeholder interviews, the first Advisory Committee, the Open House Series, and preparation of Existing Conditions/Socioeconomic Reports. Sheri explained how the second Advisory Committee meeting will build on the activities completed to date and will bring us closer to a preliminary draft plan.

b) **Existing Conditions Reports**
Sheri encouraged everyone to read the Existing Conditions Report and Socio-economic Report by visiting https://bit.ly/ElmoreCountyCompPlan.

c) **Draft Vision**
Sheri went over the results of the Three Words Activity (from the first Advisory Committee meeting) and explained how those results were used to create four draft vision statements. The committee was asked which vision statements they liked, and if they would like to remove or modify any of the four draft visions statements. After discussion between committee members some vision statements were revised, and one was removed. Sheri asked the group to review the revised statements at the end of the meeting and use sticker to "vote" for their favorite vision statement. (refer to the Vision attachment)

Goals, Objectives, Strategies

a) **Advisory Committee Activity – Creating Goals, Objectives, Strategies**
After the vision statement activity, the group moved to creating and modifying goals, objectives and strategies. To do this, the project team provided three worksheets, broken up into three categories: Economic, Environmental, and Community. Advisory Committee members reviewed the goals, objectives and strategies for each category and provided feedback. The group discussed the three goals and reviewed objectives and strategies for the Environment and Economic categories. Time did not permit discussion of the Community worksheet. The project team will follow up with revised content for all categories, seeking additional feedback.

Future Land Use Map (FLUM)

a) FLUM Overview

Four FLUM maps were presented at the meeting:

1. FLUM of **Elmore County**
2. FLUM with an emphasis on the **western third** section of the county
3. FLUM with an emphasis of the **northern third** section of the county
4. FLUM with an emphasis of the **eastern third** section of the county

Sheri explained that this FLUM is based on the County's existing FLUM as well as comments that were collected during the first Advisory Committee meeting and received by the public at the Open Houses. She described changes that have been made since the last meeting. A summary sheet describing the different district designations was also provided.

b) Advisory Committee Feedback

The committee reviewed each of the detailed FLUM maps and modifications were discussed. (refer to attached FLUMs)

Next Steps and Milestones

a) **Advisory Committee** members to review and provide feedback on the draft vision statement.
b) **Advisory Committee** members to review and provide feedback on goals, objectives, strategies.
c) **Advisory Committee** members to review and provide feedback on the FLUM materials.
d) **J-U-B** to send materials to the entire Advisory Committee for their comments.
e) **J-U-B** to schedule the next Advisory Committee Meeting for Fall 2025.

Elmore County Comprehensive Plan
Advisory Committee Meeting October 8, 2025

American Legion Hall Post 26 (515 E. 2nd S. Mountain Home)

Meeting Purpose: Work together to refine and prioritize strategies for the Comprehensive Plan Update, and review and comment on the draft Future Land Use Map.

Meeting Agenda

Welcome & Introductions

Review Public Outreach

a) **Situational Assessment**
b) **Handout/Website**
c) **Open House (October 28, 2024)**
d) **Advisory Committee Meetings #1 and #2**

Vision, Goals, Objectives, Strategies

a) **Review packet**
b) **Committee feedback activity (priorities and partners)**

Future Land Use Map (FLUM)

a) **FLUM Overview**
b) **Potential uses/policies**
c) **Committee feedback activity**

Next Steps and Milestones

a) **Committee Workshop with P&Z (October 23, 2025 – 5:30 – 6:30 PM)**
b) **Planning and Zoning Commission Hearing (December 4, 2025, special hearing)**
c) **Board of County Commissioners Hearing (December 19, 2025)**

ELMORE COUNTY | COMPREHENSIVE PLAN

PUBLIC OPEN HOUSE SCHEDULE

Please join us in October!

PINE | Tuesday, October 15
Boise River Senior Center | 350 N Pine Featherville Rd,
Pine, ID 83647 | @12:00 – 2:00PM

MOUNTAIN HOME | Monday, October 28
2340 American Legion Blvd.
Mountain Home, Idaho 83647 | @11:30AM – 1:30PM

GLENNS FERRY | Monday, October 28
VFW Hall | 132 East 5th Street
Glenns Ferry, ID 83623 | @4:00 – 6:00PM

ELMORE COUNTY
COMPREHENSIVE PLAN

Scan QR code for more information!

Appendix B - Idaho Attorney General Checklist

Office of the
Attorney General

Idaho
Regulatory Takings Act
Guidelines

JANUARY 2023

RAÚL R. LABRADOR
Attorney General
700 West Jefferson Street
Boise, ID 83720-0010
www.ag.idaho.gov

State of Idaho
Office of Attorney General
Raúl R. Labrador

Dear Fellow Idahoans:

Property rights are most effectively protected when government and citizens understand their respective rights. The purpose of this pamphlet is to facilitate that understanding and provide guidelines to governmental entities to help evaluate the impact of proposed regulatory or administrative actions on private property owners.

One of the foundations of American democracy is the primacy of private property rights. The sanctity of private property ownership found expression in the 5th Amendment to the U.S. Constitution, written by James Madison, and in Article I, § 14 of the Idaho Constitution. Both provisions ensure private property, whether it be land or intangible property rights, and will not be arbitrarily confiscated by any agency of government.

Madison wrote in Federalist Paper 54, that "government is instituted no less for the protection of the property than of the persons of individuals." As your Attorney General, I feel a responsibility to ensure that the Constitution and state laws protecting the property rights of Idahoans are enforced. I am committed to ensuring that every state agency, department and official complies with both the spirit and letter of these laws.

In furtherance of this goal, the Idaho legislature enacted, and the Governor signed into law, Chapter 80, Title 67 of the Idaho Code. Originally passed in 1994, the law required the Attorney General to provide a checklist to assist state agencies in determining whether their administrative actions could be construed as a taking of private property. In 1995, the legislature amended the statute to apply to local units of government. Idaho Code § 67-6508 was also amended to ensure that planning and zoning land use policies do not violate private property

rights. In 2003, Idaho legislators amended Chapter 80, Title 67 of the Idaho Code, allowing a property owner to request a regulatory takings analysis from a state agency or local governmental entity should their actions appear to conflict with private property rights. In 2016, the legislature amended the statute to clarify that a property owner's right to request a regulatory takings analysis is discretionary and does not limit the property owner's right to pursue other legal or equitable remedies. The 2016 amendment also clarified that the regulatory takings analysis applies to potential takings of both real and personal property. Combined, these laws assure Idaho property owners that their rights will be protected.

The Office of the Attorney General has prepared this informational brochure for your use. If you have any questions, feel free to call your city or county prosecuting attorney.

RAÚL R. LABRADOR
Attorney General

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Idaho Regulatory
Takings Guidelines

IDAHO REGULATORY TAKINGS LAWS

Idaho Constitutional Provisions

Article I, section 13. Guaranties in criminal actions and due process of law. In all criminal prosecutions, the party accused shall have the right to a speedy and public trial; to have the process of the court to compel the attendance of witnesses in his behalf, and to appear and defend in person and with counsel.

No person shall be twice put in jeopardy for the same offense; nor be compelled in any criminal case to be a witness against himself; nor be deprived of life, liberty or property without due process of law.

Article I, section 14. Right of eminent domain. The necessary use of lands for the construction of reservoirs or storage basins, for the purpose of irrigation, or for rights of way for the construction of canals, ditches, flumes or pipes, to convey water to the place of use for any useful, beneficial or necessary purpose, or for drainage; or for the drainage of mines, or the working thereof, by means of roads, railroads, tramways, cuts, tunnels, shafts, hoisting works, dumps, or other necessary means to their complete development, or any other use necessary to the complete development of the material resources of the state, or the preservation of the health of its inhabitants, is hereby declared to be a public use, and subject to the regulation and control of the state.

Private property may be taken for public use, but not until a just compensation, to be ascertained in the manner prescribed by law, shall be paid therefor.

Idaho Statutory Provisions

67-8001. Declaration of purpose. The purpose of this chapter is to establish an orderly, consistent review process that better enables state agencies and local governments to evaluate whether proposed regulatory or administrative actions may result in a taking of private property without due process of law. It is not the purpose of this chapter to expand or reduce the scope of private property protections provided in the state and federal constitutions. [67-8001, added 1994, ch. 116, sec. 1, p. 265; am. 1995, ch. 182, sec. 1, p. 668.]

67-8002. Definitions. As used in this chapter:

"Local government" means any city, county, taxing district or other political subdivision of state government with a governing body.

"Private property" means all property protected by the constitution of the United States or the constitution of the state of Idaho.

"State agency" means the state of Idaho and any officer, agency, board, commission, department or similar body of the executive branch of the state government.

"Regulatory taking" means a regulatory or administrative action resulting in deprivation of private property that is the subject of such action, whether such deprivation is total or partial, permanent or temporary, in violation of the state or federal constitution. [67-8002, added 1994, ch. 116, sec. 1, p. 265; am. 1995, ch. 182, sec. 2, p. 668; am. 2003, ch. 141, sec. 1, p. 409.]

67-8003. Protection of private property.

1. The attorney general shall establish, by October 1, 1994, an orderly, consistent process, including a checklist, that better enables a state agency or local government to evaluate proposed regulatory or administrative actions to assure that such actions do not result in an unconstitutional taking of private property. The attorney general shall review and update the process at least on an annual basis to maintain consistency with changes in law. All state agencies and local governments shall follow the guidelines of the attorney general.

2. An owner of private property that is the subject of such action may submit a written request with the clerk or the agency or entity undertaking the regulatory or administrative action. Not more than twenty-eight (28) days after the final decision concerning the matter at issue, a state agency or local governmental entity shall prepare a written taking analysis concerning the action. Any regulatory taking analysis prepared hereto shall comply with the process set forth in this chapter, including use of the checklist developed by the attorney general pursuant to subsection (1) of this section and shall be provided to the private property owner no longer than forty-two (42) days after the date of the filing of the request with the clerk or secretary of the agency whose action is questioned. A regulatory taking analysis prepared pursuant to this action shall be considered public information.

3. A governmental action is voidable if a written taking analysis is not prepared after a request has been made pursuant to this chapter. A

private property owner, whose property is the subject of governmental action, affected by a governmental action without the preparation of a requested taking analysis as required by this section, may seek judicial determination of the validity of the governmental action by initiating a declaratory judgment action or other appropriate legal procedure. A suit seeking to invalidate a governmental action for noncompliance with subsection (2) of this section must be filed in a district court in the county in which the private property owner's affected private property is located. If the affected property is located in more than one (1) county, the private property owner may file suit in any county in which the affected private property is located.

4. During the preparation of the taking analysis, any time limitation relevant to the regulatory or administrative actions shall be tolled. Such tolling shall cease when the taking analysis has been provided to the property owner. Both the request for a taking analysis and the taking analysis shall be part of the official record regarding the regulatory or administrative action.

5. A private property owner is not required to submit a request under this chapter. The decision by the private property owner not to submit a request under this chapter shall not prevent or prohibit the private property owner from seeking any legal or equitable remedy including, but not limited to, the payment of just compensation. [67-8003, added 1994, ch. 116, sec. 1, p. 265; am. 1995, ch. 182, sec. 3, p. 669; am. 2003, ch. 141, sec. 2, p. 409; am. 2016, ch. 225, sec. 1, p. 620.]

67-6508. Planning duties. It shall be the duty of the planning or planning and zoning commission to conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan, hereafter referred to as the plan. The plan shall include all land within the jurisdiction of the governing board. The plan shall consider previous and existing conditions, trends, compatibility of land uses, desirable goals and objectives, or desirable future situations for each planning component. The plan with maps, charts, and reports shall be based on the following components as they may apply to land use regulations and actions unless the plan specifies reasons why a particular component is unneeded.

(a) Property Rights -- An analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.

67-6523. Emergency ordinances and moratoriums. If a governing board finds that an imminent peril to the public health, safety, or welfare requires adoption of ordinances as required or authorized under this chapter, or adoption of a moratorium upon the issuance of selected classes of permits, or both, it shall state in writing its reasons for that finding. The governing board may then proceed without recommendation of a commission, upon any abbreviated notice of hearing that it finds practical, to adopt the ordinance or moratorium. An emergency ordinance or moratorium may be effective for a period of not longer than one hundred eighty-two (182) days. Restrictions established by an emergency ordinance or moratorium may not be imposed for consecutive periods. Further, an intervening period of not less than one (1) year shall exist between an emergency ordinance or moratorium and reinstatement of the same. To sustain restrictions established by an emergency ordinance or moratorium beyond the one hundred eighty-two (182) day period, a governing board must adopt an interim or regular ordinance, following the notice and hearing procedures provided in section 67-6509, Idaho Code. [67-6523, added I.C., sec. 67-6523, as added by 1975, ch. 188, sec. 2, p. 515; am. 2003, ch. 142, sec. 6, p. 415.]

67-6524. Interim ordinances and moratoriums. If a governing board finds that a plan, a plan component, or an amendment to a plan is being prepared for its jurisdiction, it may adopt interim ordinances as required or authorized under this chapter, following the notice and hearing procedures provided in section 67-6509, Idaho Code. The governing board may also adopt an interim moratorium upon the issuance of selected classes of permits if, in addition to the foregoing, the governing board finds and states in writing that an imminent peril to the public health, safety, or welfare requires the adoption of an interim moratorium. An interim ordinance or moratorium shall state a definite period of time, not to exceed one (1) calendar year, when it shall be in full force and effect. To sustain restrictions established by an interim ordinance or moratorium, a governing board must adopt a regular ordinance, following the notice and hearing procedures provided in section 67-6509, Idaho Code. [67-6524, added I.C., sec. 67-6524, as added by 1975, ch. 188, sec. 2, p. 515; am. 2003, ch. 142, sec. 7, p. 415.]

ADVISORY MEMORANDUM

STATE OF IDAHO ATTORNEY GENERAL'S ADVISORY MEMORANDUM FOR EVALUATION OF PROPOSED REGULATORY OR ADMINISTRATIVE ACTIONS TO IDENTIFY POTENTIAL TAKINGS OF PRIVATE PROPERTY

The Office of the Attorney General is required to develop an orderly, consistent internal management process for state agencies and local governments to evaluate the effects of proposed regulatory or administrative actions on private property. Idaho Code § 67-8003(1).

This is the Attorney General's recommended process and advisory memorandum. It is not a formal Attorney General's Opinion under Idaho Code § 67-1401(6), and should not be construed as an opinion by the Attorney General on whether a specific action constitutes a "taking." Agencies shall use this process to identify those situations requiring further assessment by legal counsel. Appendix A contains a brief discussion of some of the important federal and state cases that set forth the elements of a "taking."

State agencies and local governments are required to use this procedure to evaluate the impact of proposed administrative or regulatory actions on private property. Idaho Code § 67-8003(1). Upon the written request of an owner of private property that is the subject of such action, a state agency or local governmental entity shall prepare a written taking analysis concerning the action. Appendix B contains a form that can be used to request a taking analysis. Appendix C contains a sample form for completing a regulatory taking analysis. The written request must be filed ***not more than*** twenty-eight (28) days after the final decision concerning the matter at issue and the completed takings analysis shall be provided to the property owner ***no longer than*** forty-two (42) days after the date of filing the request with the clerk or secretary of the agency whose action is questioned. Idaho law also provides that "a regulatory taking analysis shall be considered public information." *See* Idaho Code § 67-8003(2).

Should a state agency or local governmental entity not prepare a regulatory taking analysis following a written request, the property owner may seek judicial determination of validity of the action by initiating legal action. Such a claim must be filed in a district court in the county in which the private property owner's affected private property is located. *See* Idaho Code § 67-8003(3).

General Background Principles

The Fifth Amendment to the United States Constitution provides that private property shall not be taken for public use without just compensation. Article I, section 14 of the Idaho State Constitution provides in relevant part:

> Private property may be taken for public use, but not until a just compensation, to be ascertained in the manner prescribed by law, shall be paid therefor.

Thus, under both the federal and state constitutions, private property may not be taken for public purposes without payment of just compensation.

Courts have recognized three situations in which a taking requiring just compensation may occur: (1) when a government action causes physical *occupancy* of property, (2) when a government action causes physical *invasion* of property, and (3) when government *regulation* effectively eliminates all economic value of private property. A "taking" may be permanent or temporary.

The most easily recognized type of "taking" occurs when government physically occupies private property. This may happen when the government exercises its eminent domain authority to take private property for a public use. Property owners must be paid just compensation when the government acquires private property through eminent domain authority. The types of public uses that may be the subject of eminent domain authority under state law are identified in section 7-701, Idaho Code. Clearly, when the government seeks to use private property for a public building, a highway, a utility easement, or some other public purpose, it must compensate the property owner.

Physical invasions of property, as distinguished from physical occupancies, may also give rise to a "taking" where the invasions are of a recurring or substantial nature. Examples of physical invasions include, among others, flooding and water-related intrusions and overflight or aviation easement intrusions.

Like physical occupations or invasions, a regulation that affects the value, use, or transfer of property may also constitute a "taking," but only if it "goes too far." Although most land use regulation does not constitute a "taking" of property, the courts have recognized that when regulation divests an owner of the essential attributes of ownership, it amounts to a "taking" subject to compensation.

Regulatory actions are harder to evaluate for "takings" because government may properly regulate or limit the use of private property, relying on its authority and responsibility to protect public health, safety and welfare. Accordingly, government may abate public nuisances, terminate illegal activity, and establish building codes, safety standards, or sanitary requirements generally without creating a compensatory "taking." Government may also limit the use of property through land use planning, zoning ordinances, setback requirements, and environmental regulations.

If a government regulation, however, destroys a fundamental property right – such as the right to possess, exclude others from, or dispose of property – it could constitute a compensable "taking." Similarly, if a regulation imposes substantial and significant limitations on property use, there could be a "taking." In assessing whether there has been such a limitation on property use as to constitute a "taking," the court will consider both the purpose of the regulatory action and the degree to which it limits the owner's property rights.

An important factor in evaluating each action is the degree to which the action interferes with a property owner's reasonable investment-backed development expectations; in other words, the owner's expectations of the investment potential of the property and the impact of the regulation on those expectations. For instance, in determining whether a "taking" has occurred, a court might, among other things, weigh the regulation's impact on vested development rights against the government's interest in promulgating the regulation.

If a regulation prohibits all economically viable or beneficial uses of property, there may be liability for just compensation unless government can demonstrate that laws of nuisance or other pre-existing limitations on the use of the property prohibit the proposed uses.

If a court determines there has been a regulatory "taking," the government has the option of either paying just compensation or withdrawing the regulatory limitation. If the regulation is withdrawn, the government may still be liable to the property owner for a temporary "taking" of the property.

Attorney General's Recommended Process

1. State agencies and local governments must use this evaluation process whenever the agency contemplates action that affects privately owned property. Each agency and local government must also use this process to assess the impacts of proposed regulations before the agency publishes the regulations for public comment. In Idaho, real property

includes land, possessors' rights to land, ditch and water rights, mining claims (lode and placer), and freestanding timber. Idaho Code §§ 55-101 and 63-108. In addition, the right to continue to conduct a business may be a sufficient property interest to invoke the protections of the just compensation clause of the Idaho Constitution. For example, see Idaho Code §§ 22-4501 to 22-4504.

2. Agencies and local governments must incorporate this evaluation process into their respective review processes. It is not a substitute, however, for that existing review procedure. Since the extent of the assessment necessarily depends on the type of agency or local government action and the specific nature of the impacts on private property, the agency or local government may tailor the extent and form of the assessment to the type of action contemplated. For example, in some types of actions, the assessment might focus on a specific piece of property. In others, it may be useful to consider the potential impacts on types of property or geographic areas.

3. Each agency and local government must review this advisory memorandum and recommended process with appropriate legal counsel to ensure that it reflects the specific agency or local government mission. It should be distributed to all decision makers and key staff.

4. Each agency and local government must use the following checklist to determine whether a proposed regulatory or administrative action should be reviewed by legal counsel. If there are any affirmative answers to any of the questions on the checklist, the proposed regulatory or administrative action must be reviewed in detail by staff and legal counsel. Since the legislature has specifically found the process is protected by the attorney-client privilege, each agency and local government can determine the extent of distribution and publication of reports developed as part of the recommended process. However, once the report is provided to anyone outside the executive or legislative branch or local governmental body, the privilege has been waived.

Attorney General's Checklist Criteria

Agency or local government staff must use the following questions in reviewing the potential impact of a regulatory or administrative action on specific property. While these questions also provide a framework for evaluating the impact proposed regulations may have generally, takings questions normally arise in the context of specific affected property. The public review process used for evaluating proposed regulations is another tool that the agency or local government should use aggressively to safeguard rights of private property owners. If property is

subject to regulatory jurisdiction of multiple governmental agencies, each agency or local government should be sensitive to the cumulative impacts of the various regulatory restrictions.

Although a question may be answered affirmatively, it does not mean that there has been a "taking." Rather, it means there could be a constitutional issue and that the proposed action should be carefully reviewed with legal counsel.

1. Does the Regulation or Action Result in a Permanent or 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. 419, 102 S. Ct. 3164 (1982).

The acquisition of private property through eminent domain authority is distinct from situations where a regulation results in the physical occupation of private property. The exercise of eminent domain authority is governed by the procedures in chapter 7, title 7, Idaho Code. Whenever a state or local unit of government, or a public utility, is negotiating to acquire private property under eminent domain, the condemning authority must provide the private property owner with a form summarizing the property owner's rights. Section 7-711A, Idaho Code, identifies the required content for the advice of rights form.

2. Does the Regulation or Action Condition the Receipt of a Government Benefit on a Property Owner Dedicating a Portion of Property, Granting an Easement, or Expending Funds for Items Unrelated to the Impacts of the Proposed Action?

A government entity may condition or regulate an action that it has the authority to prohibit altogether. However, there must be a nexus and rough proportionality between the government's demands and the social costs of the proposed action. Koontz v. St. Johns River Water Mgmt. Dist., 570 U.S. 595, 133 S. Ct. 2586 (2013); Nollan v. California Coastal Commission, 483 U.S. 825, 107 S. Ct. 3141 (1987); Dolan v. City of Tigard, 512 U.S. 374, 114 S. Ct. 2309 (1994). The condition 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. Where a condition to

a land-use permit includes the dedication of property or grant of an easement, courts consider whether the exaction "has an essential nexus and rough proportionality" to the social impacts of the permitted action. Put another way, does the dedication or grant substantially advance the same state interest that would allow the government entity to deny the permit altogether? Lacking this connection, the dedication of property to public use would be just as unconstitutional as it would be if imposed outside the permit context. For example, the United States Supreme Court determined in Nollan v. California Coastal Comm'n, 483 U.S. 825, 107 S. Ct. 3141 (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 flood plain, and was a "taking." Dolan v. City of Tigard, 512 U.S. 374, 114 S. Ct. 2309 (1994).

In Koontz, the United States Supreme Court applied the same reasoning to a monetary condition on a land-use permit. The Court held that the regulatory takings analysis applied to a water management district's conditioning a land-use permit on a landowner funding offsite wetland mitigation. The Court held that such a condition would be an unconstitutional taking if the condition did not have an essential nexus and rough proportionality to the impacts of the proposed development. After Koontz, government entities need to consider monetary conditions for potential regulatory takings, not just conditions that involve an easement or dedication of property.

3. Does the Regulation Deprive the Owner of All Economically Viable Uses of the Property?

If a regulation prohibits all economically viable or beneficial uses of the land, it will likely constitute a "taking." In this situation, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws of nuisance or other preexisting limitations on the use of the property. *See* Lucas v. South Carolina Coastal Council, 505 U.S. 1003, 112 S. Ct. 2886 (1992).

Unlike 1 and 2 above, it is important to analyze the regulation's impact on the property as a whole, and not just the impact on a portion of the property. *See* Murr v. Wisconsin, ___ U.S. ___,137 S. Ct. 1933 (2017). 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 development expectations.

Carefully review regulations requiring that all of a 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 the challenged regulation. 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. As with 3, above, these economic factors are normally applied to the property as a whole.

A moratorium as a planning tool may be used pursuant to Idaho Code § 67-6523—Emergency Ordinances and Moratoriums (written findings of imminent peril to public health, safety, or welfare; may not be longer than 182 days); and Idaho Code § 67-6524—Interim Ordinances and Moratoriums (written findings of imminent peril to public health, safety, or welfare; the ordinance must state a definite period of time for the moratorium). Absence of the written findings may prove fatal to a determination of the reasonableness of the government action.

The Idaho moratorium provisions appear to be consistent with the United States Supreme Court's interpretation of moratorium as a planning tool as well. In Tahoe-Sierra Preservation Council, Inc. v. Tahoe Regional Planning Agency, 535 U.S. 302, 122 S. Ct. 1465 (2002), the Court held that planning moratoriums may be effective land use planning tools. Generally, moratoriums in excess of one year should be viewed with skepticism, but should be considered as one factor in the determination of whether a taking has occurred. An essential element pursuant to Idaho law is the issuance of written findings in conjunction with the issuance of moratoriums. *See* Idaho Code §§ 67-6523 to 67-6524.

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 held that requiring a public easement for recreational purposes where the harm to be prevented was to the flood plain was a "taking." In finding this to be a "taking," the Court stated:

> The city has never said 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. . . . [T]his right to exclude others is "one of the most essential sticks in the bundle of rights that are commonly characterized as property." Dolan v. City of Tigard, 512 U.S. 374, 114 S. Ct. 2309 (1994).

The United States Supreme Court has also held that barring the inheritance (an essential attribute of ownership) of certain interests in land held by individual members of an Indian tribe constituted a "taking." Hodel v. Irving, 481 U.S. 704, 107 S. Ct. 2076 (1987).

More recently, the United States Supreme Court held that a regulation requiring producers to reserve a certain percentage of their raisin crop for government use constituted a per se physical taking of property. Horne v. Dep't of Agric., ___ U.S. ___, 135 S. Ct. 2419 (2015). There, the Court reasoned that "[r]aisin growers subject to the reserve requirement…lose the entire bundle of property rights in the appropriated raisins—the rights to possess, use and dispose of them."

Regulatory actions which closely resemble, or have the 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.

APPENDIX A: SIGNIFICANT FEDERAL AND STATE CASES

Summaries of Significant Federal "Takings" Cases

Knick v. Twp. of Scott, Penn., ___ U.S. ___, 139 S. Ct. 2162 (2019).

A property owner brought a Fifth Amendment Takings claim under 42 U.S.C. § 1983 in federal court. The property owner had not brought an inverse condemnation claim under state law, and prior to the federal action, the township withdrew the violation notice and stayed enforcement of the ordinance. The United States Supreme Court overruled Williamson Cnty. Reg'l Planning Comm'n v. Hamilton Bank of Johnson City, 473 U.S. 172, 105 S. Ct. 3108 (1985), and held that a property owner may bring a takings claim under § 1983 regardless of whether the property owner had previously sought compensation through procedures available under state law. The Court concluded that a takings claim under § 1983 becomes ripe as soon as a government takes a person's property for public use without paying for it.

Murr v. Wisconsin, ___ U.S. ___, 137 S. Ct. 1933 (2017).

The United States Supreme Court held that a regulation preventing the use of adjacent lots on the Lower St. Croix River as separate building sites unless each lot had at least one acre of land suitable for development did not effect a regulatory taking. The regulation at issue had been adopted by the Wisconsin State Department of Natural Resources in response to the Lower St. Croix River being designated a Wild and Scenic River under federal law. Due to that designation, Wisconsin was required to develop a management and development program for the river area.

The Court concluded that for purposes of a regulatory takings analysis, the two adjacent lots must be evaluated as a single parcel because: (1) the state regulation in effect merged the two lots; (2) the physical characteristics, location, and relationship between the two lots made the lots significantly more valuable together than when considered separately; and (3) the characteristics of the lots made it reasonable to expect that the range of their potential uses separately may be limited.

The Court concluded that the property owner had not been deprived of all economically beneficial use of the property because the lots together could still be used for residential purposes, including larger residential improvements. The Court also concluded that the property owner had not suffered a takings under the Penn Central test because the

property owner could not have reasonably expected to develop the lots separately because the regulation predated their acquisition of both lots; the appraisal of the property showed the value of the properties decreased by less than ten percent; and the regulation was reasonable as part of a coordinated effort by federal, state, and local governments to protect a designated Wild and Scenic River.

Horne v. Dep't of Agric., ___ U.S. ___, 135 S. Ct. 2419 (2015).

The United States Supreme Court considered a regulatory takings challenge to the United States Department of Agriculture's California Raisin Marketing Order which required producers to reserve a percentage of their raisin crop in certain years free of charge for the government to dispose of in ways it determines are necessary to maintain an orderly market. The Court held that the same standard should apply regardless of whether the property at issue was personal or real property. The Court then concluded that the reserve requirement imposed is a physical taking not a regulatory taking of personal property as the reserve requirement removes from the producer the entire bundle of property rights in the reserved raisins. Additionally, because the reserve rule effectuated a per se physical taking, the fact that the producers received the value of the reserved raisins if sold by the government and that the producers could choose to plant different crops did not weigh against the finding of a taking.

Koontz v. St. Johns River Water Mgmt. Dist., 570 U.S. 595, 133 S. Ct. 2586 (2013).

The United States Supreme Court considered a regulatory takings challenge to a water management district's decision to require a landowner to fund off-site wetland mitigation as a condition of a land-use permit. The Court reversed the Florida Supreme Court's holding that the regulatory takings analysis did not apply to the water management district's decision because the condition at issue was a demand for money. The Court held that the constitutional takings analysis applied to monetary exaction on land-use permits. Additionally, the Court held that the constitutional takings analysis applied equally whether a permit was granted with an allegedly unconstitutional condition or denied because the applicant failed to agree to the allegedly unconstitutional condition. The Court emphasized that while a government entity may choose whether and how a permit applicant is required to mitigate the impacts of a proposed development, it may not leverage its interests in mitigation to pursue governmental interests that lack an essential nexus and rough proportionality to those impacts.

Stop the Beach Renourishment, Inc. v. Fla. Dept. of Env. Prot., 130 S. Ct. 2592, 177 L. Ed. 2d 184 (2010).

The United States Supreme Court considered a judicial taking challenge to a decision by the Florida Supreme Court. A Florida state agency granted a permit under state law to restore a beach. The beach was eroded by hurricanes, and the permit would have allowed the restoration of the beach by adding sand to the beach. A non-profit corporation comprised of beachfront landowners challenged the agency decision in state court arguing the decision eliminated the littoral rights of landowners to receive accretions to their property and the right to have contact of their property with water remain intact. The Florida Supreme Court reversed a lower court and held the state law authorizing the beach restoration did not unconstitutionally deprive littoral rights. The non-profit corporation claimed the Florida Supreme Court's decision itself effectuated a taking of its members' littoral rights.

The United States Supreme Court unanimously held that the Florida Supreme Court did not take private property without just compensation in violation of the Fifth and Fourteenth Amendments. The Court recognized two property law principles under Florida law:

1. The State owned the seabed and was allowed to fill in its own seabed; and

2. When an avulsion exposes land seaward of littoral property that had previously been submerged, the land belongs to the State even if it interrupts the littoral owner's contact with water.

Therefore, when the State filled in previously submerged land for beach restoration, the State treated it as an avulsion for purposes of ownership. The non-profit members' right to accretions was therefore subordinate to the State's right to fill in its land. The United States Supreme Court did not reach a majority on the judicial taking question.

Kelo, et al. v. City of New London, Connecticut, et al., 545 U.S. 469, 125 S. Ct. 2655 (2005).

The United States Supreme Court held that a city's exercise of eminent domain power in furtherance of its economic development plan satisfied the Constitution's Fifth Amendment requirement that a taking be for public use. To effectuate its plan, the city invoked a state statute that specifically authorized the use of eminent domain to promote economic development. The Court observed that promoting economic development

is a traditional and long accepted governmental function that serves a public purpose. Although the condemned land would not be open in its entirety to actual use by the general public, the purpose of its taking satisfied the constitutional requirement that a taking be for public use.

In response to the Kelo decision, the Fifty-eighth Idaho Legislature enacted House Bill No. 555 adding a new section, 7-701A, to the Idaho Code that specifically prohibits the use of eminent domain power to promote or effectuate economic development except where allowed by existing statute.

Lingle v. Chevron U.S.A. Inc., 544 U.S. 528, 125 S.Ct. 2074 (2005).

The United State Supreme Court reversed and remanded a decision of the Ninth Circuit Court of Appeals concluding that a Hawaii statute limiting rent that oil companies could charge dealers leasing company-owned service stations was an unconstitutional taking. In so holding the United States Supreme Court abrogated prior decisions that held that a government regulation of private property that does not substantially advance legitimate state interests effects a taking. The Court concluded that the "substantially advances" test was not an appropriate regulatory takings test because it reveals nothing about the magnitude or character of the burden a particular regulation imposes upon private property rights or provide any information about how any regulatory burden is distributed among property owners. The Court was also concerned that such an inquiry invited courts to substitute their predictive judgments for those of elected legislatures and expert agencies.

The United States Supreme Court did, however, indicate that the determination of whether a dedication of property substantially advances a government interest may be appropriate in situations where a government entity includes a dedication of property as a condition of approving a permit. In that situation the question is not whether the exaction substantially advances some legitimate state interest, but whether the exaction substantially advances the same interest that would allow the government entity to deny the permit altogether. Lacking this connection, the dedication of property would be just as unconstitutional as it would be if imposed outside the permit context.

Tahoe-Sierra Preservation Council, Inc., et al. v. Tahoe Regional Planning Agency, et al., 535 U.S. 302, 122 S. Ct. 1465 (2002).

The United States Supreme Court held that imposition of a moratorium lasting thirty-two (32) months restricting development within

the Lake Tahoe Basin was not a compensable taking. The Court noted the importance of Lake Tahoe in that it is one of only three lakes with such transparency of water due in large part to the absence of nitrogen and phosphorous which in turn results in a lack of algae. The Court also noted the rapid development of the Lake Tahoe area. In noting this development, the Court recognized the uniqueness of the area, and the importance of planning tools to the preservation of Lake Tahoe. The Court further noted that the geographic dimensions of the property affected, as well as the term in years, must be considered when determining whether a taking has occurred. Finally, the interest in protecting the decisional process is stronger when the process is applied to regional planning as opposed to a single parcel of land. Noteworthy is the extensive process that was followed by the Tahoe Regional Planning Agency along with the uniqueness of the Lake Tahoe region. The balance of interests favored the use of moratorium.

Dolan v. City of Tigard, 512 U.S. 374, 114 S. Ct. 2309 (1994).

In this case, the United States Supreme Court held that reconditioning an issuance of a permit on the dedication of bond to public use violated the Fifth Amendment. The city council conditioned Dolan's permit to expand her store and pave her parking lot upon her agreement to dedicate land for a public greenway and a pedestrian/bicycle pathway. The expressed purpose for the public greenway requirement was to protect the flood plain. The pedestrian/bicycle path was intended to relieve traffic congestion. The United States Supreme Court held that the city had to make "some sort of individualized determination that the required dedication [was] related both in nature and extent to the impact of the proposed development" in order to justify the requirements and avoid a "takings" claim. In this case, the Court held that the city had not done so. It held that the public or private character of the greenway would have no impact on the flood plain and that the city had not shown that Dolan's customers would use the pedestrian/bicycle path to relieve congestion.

Lucas v. South Carolina Coastal Council, 505 U.S. 1003, 112 S. Ct. 2886 (1992).

Lucas was a challenge to the 1988 South Carolina Beach Front Management Act. The stated purpose of this Act was to protect life and property by creating a storm barrier, providing habitat for endangered species and to serve as a tourism industry. To accomplish the stated purposes, the Act prohibited or severely limited development within certain critical areas of the state's beach-dune system.

Before the Act's passage, David Lucas bought two South Carolina beach front lots intending to develop them. As required by the Act, the South Carolina Coastal Council drew a "baseline" that prevented Mr. Lucas from developing his beach front property. Mr. Lucas sued the council, alleging its actions under the Act constituted a "taking" requiring compensation under the Fifth Amendment. The trial court agreed, awarding him $1,232,387.50. A divided South Carolina Supreme Court reversed, however, holding that the Act was within the scope of the nuisance exception.

The United States Supreme Court reversed. Justice Scalia's majority opinion held that a regulation which "denies all economically beneficial or productive use of land" will be a "taking" unless the government can show that the proposed uses of the property are prohibited by nuisance laws or other pre-existing limitations on the use of property. This opinion noted that such total takings will be "relatively rare" and the usual balancing approach for determining takings will apply in the majority of cases.

Hodel v. Irving, 481 U.S. 704, 107 S. Ct. 2076 (1987).

Where the character of the government regulation destroys "one of the most essential" rights of ownership -- the right to devise property, especially to one's family -- this is an unconstitutional "taking" without just compensation.

In 1889, portions of Sioux Indian reservation land were "allotted" by Congress to individual tribal members (held in trust by the United States). Allotted parcels could be willed to the heirs of the original allottees. As time passed, the original 160-acre allotments became fractionated, sometimes into very small parcels. Good land often lay fallow, amidst great poverty, because of the difficulties in managing property held in this manner. In 1983, Congress passed legislation that provided that any undivided fractional interest that represented less than two percent of the tract's acreage and which earned less than $100 in the preceding year would revert to the tribe. Under the statute, tribal members who lost property as a result of this action would receive no compensation. Tribal members challenged the statute. The United States Supreme Court held this was an unconstitutional "taking" for which compensation was required.

Nollan v. California Coastal Comm'n, 483 U.S. 825, 107 S. Ct. 3141 (1987).

The United States Supreme Court held that it was an unconstitutional "taking" to condition the issuance of a permit to land owners on the grant of an easement to the public to use their beach.

James and Marilyn Nollan, the prospective purchasers of a beach front lot in California, sought a permit to tear down a bungalow on the property and replace it with a larger house. The property lay between two public beaches. The Nollans were granted a permit, subject to the condition that they allow the public an easement to pass up and down their beach. On appeal, the United States Supreme Court held that such a permit condition is only valid if it substantially advances legitimate state interests. Since there was no indication that the Nollans' house plans interfered in any way with the public's ability to walk up and down the beach, there was no "nexus" between any public interest that might be harmed by the construction of the house and the permit condition. Lacking this connection, the required easement was just as unconstitutional as it would be if imposed outside the permit context. (The Court noted that protecting views from the highway by limiting the size of the structure or banning fences may have been lawful.)

Loretto v. Teleprompter Manhattan CATV Corp., 458 U.S. 419, 102 S. Ct. 3164 (1982).

The United States Supreme Court ruled that a statute that required landlords to allow the installation of cable television on their property was unconstitutional. The Court concluded that "a permanent physical occupation authorized by government is a 'taking' without regard to the public interest that it may serve." The Court reasoned that an owner suffers a special kind of injury when a "stranger" invades and occupies the owner's property, and that such an occupation is "qualitatively more severe" than a regulation on the use of the property. The installation in question required only a small amount of space to attach equipment and wires on the roof and outside walls of the building.

Penn Central Transp. Co. v. City of New York, 438 U.S. 104, 98 S. Ct. 2646 (1978).

The United States Supreme Court upheld the constitutionality of a New York City historic preservation ordinance under which the city had declared Grand Central Station a "landmark." In response to Penn Central's takings claim, the United States Supreme Court noted that there

was a valid public purpose to the city ordinance, and that Penn Central could still make a reasonable return on its investment by retaining the station as it was. Penn Central argued that the landmark ordinance would deny it the value of its "preexisting air rights" to build above the terminal. The Court found that it must consider the impact of the ordinance upon the property as a whole, not just upon "air rights." Further, under the ordinance in question, these rights were transferable to other lots, so they might not be lost.

Florida Rock Industries, Inc. v. United States, 18 F.3d 1560 (Fed. Cir. 1994) *cert. denied,* 513 U.S. 1109, 115 S. Ct. 898 (1995) (Florida Rock IV).

This is a Clean Water Act case. There have been several court decisions, and the most recent one affirms the holding that in the absence of a public nuisance, economic impact alone may be determinative of whether a regulatory "taking" under the Fifth Amendment has occurred. If the regulation categorically prohibits *all* economically beneficial use of land, destroying its economic value for private ownership, and the use prohibited is not a public nuisance, the court held that regulation has the effect equivalent to permanent physical occupation, and there is, without more, a compensable "taking."

In 1972, a mining company purchased 1,560 acres of wetlands (formerly part of the Everglades, but now excluded by road, canal and levee) for the purposes of mining limestone. In 1980, the company applied to the U.S. Army Corps of Engineers for a "section 404" permit for the dredging and filling involved in the mining operation. The Corps of Engineers denied the application, primarily for the purpose of protecting the wetlands. While several courts had previously held that the United States had unconstitutionally taken the mining company's property, and required the government to compensate the company, the Federal Circuit ruled that the evidence did not support a finding that the permit denial prohibited *all* economically beneficial use of the land or destroyed its value. On remand, the Court of Federal Claims held that permit denial resulted in a compensable partial regulatory taking of property and that a "partial taking" occurs when a regulation singles out a few property owners to bear burdens, while benefits are spread widely across the community. Florida Rock Industries, Inc. v. United States, 45 Fed.Cl. 21, 49 ERC 1292 (1999).

Summaries of Significant Idaho "Takings" Cases

REGULATORY TAKINGS UPDATES

N. Idaho Bldg. Contractors Assoc. v. City of Hayden, 164 Idaho 530, 432 P. 3d 976 (2018).

Plaintiff brought a claim alleging that a city's sewer connection/capitalization fee was an unlawful regulatory taking. The Idaho Supreme Court held that the plaintiffs were not required to file a notice of claim under Idaho Code §§ 50-219 and 6-906 to maintain a claim against a city based upon the Takings Clause in the United States Constitution. The Court also concluded that the plaintiff's federal taking claim was not barred by failing to file a written request for a regulatory takings analysis under Idaho Code § 67-8003. The Court concluded that when the plaintiff filed the complaint the Regulatory Takings Act only applied to owners of real property.

The Court's reasoning that Idaho Code § 67-8003 only applies to real property is likely no longer applicable since the Idaho Legislature passed Senate Bill No. 1325, amending Idaho Code § 67-8003 to change the term "real property" to "private property." 2016 Idaho Sess. Laws ch. 225, sec. 1, p. 620.

Hehr v. City of McCall, 155 Idaho 92, 305 P.3d 536 (2013).

The Idaho Supreme Court held that the developer's claims for inverse condemnation under state law were barred under Idaho Code §§ 50-219 and 6-906 because the developer failed to file a notice of claim with the city within the required 180 day period. The Court also held that the developer's federal takings claims were not ripe because the contribution was made by voluntarily agreement, not as a final decision of the city regarding the application of the ordinances to the property at issue. Additionally the Court found that the developer failed to exhaust its remedies because it did not request a regulatory takings analysis under Idaho Code § 67-8003.

The Court's reasoning that the federal takings claim was not ripe is likely no longer applicable after the United States Supreme Court's decision in Knick v. Twp. of Scott, Penn., ___ U.S. ___, 139 S. Ct. 2162 (2019). Additionally, in 2016, the Idaho Legislature passed Senate Bill No. 1325, amending Idaho Code § 67-8003 to specifically provide that a private property owner is not required to submit a written request for a regulatory takings analysis as a prerequisite to seeking other legal and

equitable remedies including payment of just compensation. 2016 Idaho Sess. Laws ch. 225, sec. 1, p. 620.

Alpine Vill. Co. v. City of McCall, 154 Idaho 930, 303 P.3d 617 (2013).

The Idaho Supreme Court held that the developers claims for inverse condemnation under state law were barred under Idaho Code §§ 50-219 and 6-906 because the developer failed to file a notice of claim with the city within the required 180 day period. The Idaho Supreme Court also upheld the dismissal of the developer's federal claims for unlawful taking concluding that the claims were not ripe because the city had made no final decision as to the application of the ordinance to the development and because the developer had not requested a regulatory takings analysis under Idaho Code § 67-8003.

The Court's reasoning that the federal takings claim was not ripe is likely no longer applicable after the United States Supreme Court's decision in Knick v. Twp. Of Scott, Penn., ___ U.S. ___, 139 S. Ct. 2162 (2019). Additionally, in 2016, the Idaho Legislature passed Senate Bill No. 1325, amending Idaho Code § 67-8003 to specifically provide that a private property owner is not required to submit a written request for a regulatory takings analysis as a prerequisite to seeking other legal and equitable remedies including payment of just compensation. 2016 Idaho Sess. Laws ch. 225, sec. 1, p. 620.

Buckskin Props., Inc v. Valley Cty., 154 Idaho 486, 300 P.3d 18 (2013).

The Idaho Supreme Court considered a regulatory takings challenge brought by a developer challenging conditions contained in an agreement between the county and the developer that the developer would contribute capital to road impact mitigation for its proposed development. The Idaho Supreme Court ruled that a governmental entity had authority to enter into a voluntary agreement with a developer for the developer to fund and construct capital improvements that will facilitate the developer's development plans.

The Court also concluded that there was no taking because the capital contribution condition had been initially proposed by the developer in its application and the developer did not object to the inclusion of the condition by seeking judicial review of the county's permitting decision under the Local Land Use Planning Act or by requesting a regulatory takings analysis.

The Court's reasoning that there was no takings claim because the developer did not timely request a regulatory takings analysis is no longer applicable. In 2016, the Idaho Legislature passed Senate Bill No. 1325, amending Idaho Code § 67-8003 to specifically provide that a private property owner is not required to submit a written request for a regulatory takings analysis as a prerequisite to seeking other legal and equitable remedies including payment of just compensation. 2016 Idaho Sess. Laws ch. 225, sec. 1, p. 620.

City of Coeur d'Alene v. Simpson, 142 Idaho 839, 136 P.3d 310 (2006).

The Idaho Supreme Court ruled that regulatory taking claims were ripe, even though the landowners had not sought a variance under the ordinance. A regulatory takings claim accrues when the burden of the ordinance on the landowners' property is known, not upon the enactment of an ordinance.

Generally, if an ordinance provides a procedure for a variance, the landowner must seek the variance before filing a regulatory takings claim. The Court explained that landowners' failure to seek a variance was not fatal here because the city did not have discretion under the ordinances to grant a variance. The requirement for a variance was not fatal because a variance in this situation could not have provided the property owners with relief under the stated purposes of the city's ordinances.

The Court also considered the valuation of property when the basis for regulatory takings claims is that an ordinance deprives the property of all economically productive or beneficial uses, or alternatively, that the value of the property is diminished by city ordinances. The Court explained that the task is to compare the value of the property taken with the value that remains in the property. This process requires identifying the property to be valued as realistically and fairly as possible in light of the regulatory scheme and factual circumstances. In this case, the property in question was divided during the course of the litigation, and the parcels owned by separate entities. The lower court concluded that the transfer of the property had no effect on valuation and dismissed the regulatory takings claims. The Idaho Supreme Court reversed and remanded, concluding that, based on the current record, it was improper for the district court to disregard the separate ownership of the parcels for the purpose of determining the property taken and the value of the property.

Inama v. Boise County, 138 Idaho 324, 63 P.3d 450 (2003).

Boise County was not obligated to compensate the plaintiff for the loss of his front end loader because the Idaho Disaster Preparedness Act of 1975 created immunity for a subdivision of the state engaged in disaster relief activities following a declaration of disaster emergency. First, the Idaho Supreme Court rejects the plaintiff's argument that the scope of immunity granted by Idaho Code § 46-1017 is narrowed by Idaho Code § 46-1012(3), which provides for compensation for property "only if the property was commandeered or otherwise used in coping with a disaster emergency and its use or destruction was ordered by the governor or his representative." The Court held that the statute was "clear and unambiguous," and since Idaho Code § 46-1017 does not specifically limit the scope of immunity to damages compensable under Idaho Code § 46-1012, Idaho Code § 46-1017 grants Boise County immunity from damages. Second, the Court held that compensation is not allowed for inverse condemnation under art. I, sec. 14 of the Idaho Constitution because of the immunity granted under Idaho Code § 46-1017.

McCuskey v. Canyon County Comm'rs, 128 Idaho 213, 912 P.2d 100 (1996).

The Idaho Supreme Court held that when a regulation of private property that amounts to a taking is later invalidated, the subsequent invalidation converts the taking to a "temporary" taking. In such cases, the government must pay the landowner for the value of the use of the land during the period that the invalid regulation was in effect.

The Idaho Supreme Court also discussed the application of the statute of limitations to takings and inverse condemnation actions. The Court ruled that a taking occurs as of the time that the full extent of the plaintiff's loss of use and enjoyment of the property becomes apparent. As a result, the Court ruled that the statute of limitations begins to run when the plaintiff's loss of use and enjoyment of the property first becomes apparent, **even if** the full extent of damages cannot be assessed until a later date.

Sprenger Grubb & Assoc. v. Hailey, 127 Idaho 576, 903 P.2d 741 (1995).

The Idaho Supreme Court held that the City of Hailey's decision to rezone a parcel of land from "Business" to "Limited Business" was not a taking because some "residual value" remained in the property. The rezone reduced the value of the plaintiff's property from $3.3 million to

$2.5 million. In addition, the Idaho Supreme Court held that the rezone did not violate the "proportionality" standard set out in Dolan v. City of Tigard, 512 U.S. 374, 114 S. Ct. 2309 (1994), because none of the plaintiff's property was dedicated to a public use.

Brown v. City of Twin Falls, 124 Idaho 39, 855 P.2d 876 (1993).

The Idaho Supreme Court held that the placement of road median barriers by city and state, which restrained business traffic flow to a shopping center, was exercise of police power and did not amount to compensable taking, since landowners had no property right in the way traffic flowed on streets abutting their property.

Hayden Pines Water Co. v. Idaho Public Utilities Commission, 122 Idaho 356, 834 P.2d 873 (1992).

Without extensive discussion, the Idaho Supreme Court held that an Idaho Public Utilities Commission order requiring a water company to perform certain accounting functions (at an estimated cost of $15,000 per year), without considering those costs in the rate proceeding, was an unconstitutional "taking."

Coeur d'Alene Garbage Service v. Coeur d'Alene, 114 Idaho 588, 759 P.2d 879 (1988).

The just compensation clause of the Idaho State Constitution art. I, sec. 14, requires compensation be paid by a city, where that city either by annexation or by contract prevents a company from continuing service to its customers. The Idaho Supreme Court held that a company has a property interest protected by the Idaho Constitution in continuing to conduct business. In this case, a garbage company already operating in the city and providing garbage service to customers lost the right to continue its business when the city entered into an exclusive garbage collection contract with another company, permitting only that company to operate within the annexed areas.

Ada County v. Henry, 105 Idaho 263, 668 P.2d 994 (1983).

The Idaho Supreme Court held that property owners had no "takings" claim where the owners were aware of zoning restrictions before they purchased the property, even though the zoning ordinance reduced their property's value.

Nettleton v. Higginson, 98 Idaho 87, 558 P.2d 1048 (1977).

In times of shortage, a call on water that allows water right holders with junior priority dates to use water while senior holders of beneficial use water rights are not allowed to use water, is not a taking protected by the just compensation clause of the Idaho Constitution.

Dawson Enterprises, Inc. v. Blaine County, 98 Idaho 506, 567 P.2d 1257 (1977).

A zoning ordinance that deprives an owner of the highest and best use of his land is *not*, absent more, a "taking." There are two methods for finding a zoning ordinance unconstitutional. First, it may be shown that it is not "substantially related to the public health, safety, or welfare." Second, it may be shown that the "zoning ordinance precludes the use of . . . property for *any* reasonable purpose."

State ex rel. Andrus v. Click, 97 Idaho 791, 554 P.2d 969 (1976).

The Idaho Supreme Court held that where statutory or regulatory provisions are reasonably related to an enactment's legitimate purpose, provisions regulating property uses are within the legitimate police powers of the state and are not a "taking" of private property without compensation. In this case, the Court upheld the permit, bonding, and restoration requirements of the Dredge and Placer Mining Protection Act. It found that they were reasonably related to the enactment's purpose in protecting state lands and watercourses from pollution and destruction and in preserving these resources for the enjoyment and benefit of all people.

Boise Redevelopment Agency v. Yick Kong Corporation, 94 Idaho 876, 499 P.2d 575 (1972).

The Idaho Supreme Court held that the Idaho Constitution grants a power of eminent domain much broader than that granted in most other state constitutions. According to the Idaho Supreme Court, even completely private irrigation and mining businesses can use eminent domain. It held that the state, both through the power of eminent domain and the police powers, may protect the public from disease, crime, and "blight and ugliness."

Unity Light & Power Co. v. City of Burley, 92 Idaho 499, 445 P.2d 720 (1968).

Once a supplier of a service lawfully enters into an area to provide that service, annexation by a city does not authorize an ouster of that supplier from that area without condemnation.

Johnston v. Boise City, 87 Idaho 44, 390 P.2d 291 (1964).

Where government exercises its authority under its police powers and the exercise is reasonable and not arbitrary, a harmful effect to private property resulting from that exercise alone is insufficient to justify an action for damages. The court must weigh the relative interests of the public and that of the individual to arrive at a just balance in order that government will not be unduly restricted in the proper exercise of its functions for the public good, while at the same time giving due effect to the policy of the eminent domain clause of ensuring the individual against an unreasonable loss occasioned by the exercise of governmental power.

Roark v. City of Caldwell, 87 Idaho 557, 394 P.2d 641 (1964).

The Idaho Supreme Court held that certain height restrictions, which limited use of private land adjacent to an airport to agricultural uses or to single family dwelling units, was an unconstitutional "taking" if no compensation was provided. The Court held that a landowner's property right in the reasonable airspace above his land cannot be taken for public use without reasonable compensation.

Mabe v. State, 83 Idaho 222, 360 P.2d 799 (1961).

The Idaho Supreme Court held that destroying or impairing a property owner's right to business access to his or her property constitutes a "taking" of property whether accompanied by actual occupation of or confiscation of the property.

Anderson v. Cummings, 81 Idaho 327, 340 P.2d 1111 (1959).

The Idaho Supreme Court recognized individual water rights are real property rights protected from "taking" without compensation.

Hughes v. State, 80 Idaho 286, 328 P.2d 397 (1958).

The Idaho Supreme Court held that private property of all classifications is protected under the Idaho Constitution just compensation clause.

Robison v. Hotel & Restaurant Employees Local #782, 35 Idaho 418, 207 P. 132 (1922).

The Idaho Supreme Court held that the right to conduct a business is a property interest protected under the Idaho Constitution just compensation clause.

Idaho Regulatory Takings Act Guidelines

APPENDIX B: REQUEST FOR REGULATORY TAKING ANALYSIS

Recommended Form for:
REQUEST FOR TAKING ANALYSIS

Name: _____
Address: _____
City: _____ Zip Code: _____
County: _____

1. Background Information
   This form satisfies the written request requirement for a regulatory taking analysis from a state agency or local governmental entity pursuant to Idaho Code § 67-8003(2). The owner of the property subject to the government action must file this with the clerk or secretary of the agency whose act is questioned within twenty-eight (28) days of the final decision concerning the matter at issue. A regulatory taking analysis is considered public information. Such an analysis is to be performed in accordance with the checklist established by the Attorney General of the State of Idaho pursuant to Idaho Code § 67-8003(1). See page 8 of the *Idaho Regulatory Takings Act Guidelines* for a description of the checklist.

2. Description of Property
   a. Location of Property:
   _____
   b. Legal Description of Property:
   _____
   _____

3. Description of Act in Question
   a. Date Property was Affected:
   _____
   b. Description of How Property was Affected:
   _____
   _____
   _____
   _____
   c. Regulation or Act in Question:
   _____
   _____
   d. Are You the Only Affected Property Owner? ❑ Yes ❑ No
   e. State Agency or Local Governmental Entity Affecting Property:
   _____
   f. Address of Agency or Local Governmental Entity:
   _____
   _____

State of Idaho
Office of the Attorney General
Regulatory Takings Checklist

	Yes	No
1 Does the Regulation or Action Result in Either a Permanent or Temporary Physical Occupation of Private Property?		
2 (a) Does the Regulation or Action Require a Property Owner to Either Dedicate a Portion of Property or to Grant an Easement?		
(b) If Yes, is There a "Nexus and Rough Proportionality" Between the Property that the Government Demands and the Impacts of the Property Use Being Regulated?		
3 Does the Regulation or Action Require the Owner to Expend Funds to Address Items That Lack a "Rough Proportionality" to the Social Costs of the Proposed Use of Property?		
4 Does the Regulation Deprive the Owner of All Economically Viable Uses of the Property?		
5 Does the Regulation Have a Significant Impact on the Landowner's Economic Interest?		
6 Does the Regulation Deny a Fundamental Attribute of Ownership?		

Remember: Although a question may be answered affirmatively, it does not mean that there has been a "taking." Rather, it means there could be a constitutional issue and that proposed action should be carefully reviewed with legal counsel.

This checklist should be included with a requested analysis pursuant to Idaho Code § 67-8003(2).

Appendix C - Socioeconomic Background Reports

SOCIO-ECONOMIC REPORT

TheMettsGroup
planning communities that *thrive*

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Population

Introduction

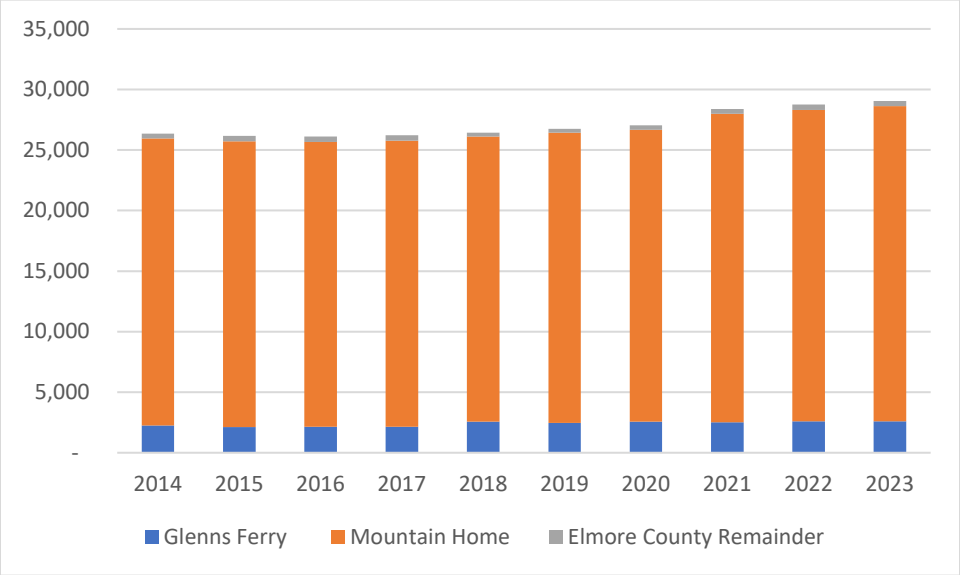
The demographics of a region shape the size and composition of the labor force and its overall economy, and vice versa. Stagnant population growth can weaken the area's economic base and create skill shortages, whereas accelerated growth can cause strains on community infrastructure and development but provide opportunities for business and talent attraction. The patterns described in this section directly impact these forces along with labor trends, particularly labor force participation.

	Mountain Home	Glenn's Ferry	Elmore County
Historical Population Change (2018-2023)	2.3%	5.1%	5.2%
Median Household Income (Idaho: $74,942 / U.S. $77,719)	$59,862	$55,648	$58,976
Poverty Rate (Idaho: 10.1% / U.S. 12.5%)	11.3%	21.9%	12.4%
Disability Rate (Idaho 14.2% / U.S. 13.6%)	16.5%	18.0%	16.9%
Median Age (Idaho: 37.8 / U.S. 39.2)	31.1	49.4	32.5

Overview

As of 2023 (latest data available), there were roughly 29,000 people living in Elmore County with nearly 17,000 residing in the city limits of Mountain Home (the county seat and largest city in the County) and approximately 2,600 in Glenns Ferry. While the population of Mountain Home is about 16,700, Census data is collected by County Census Division (CCD). The data shown here is for the Mountain Home CCD, which has a population of about 26,000. In other words, the majority of people in Elmore County live within the greater Mountain Home Census Division.

Figure 1. Population Trends, 2014-2023

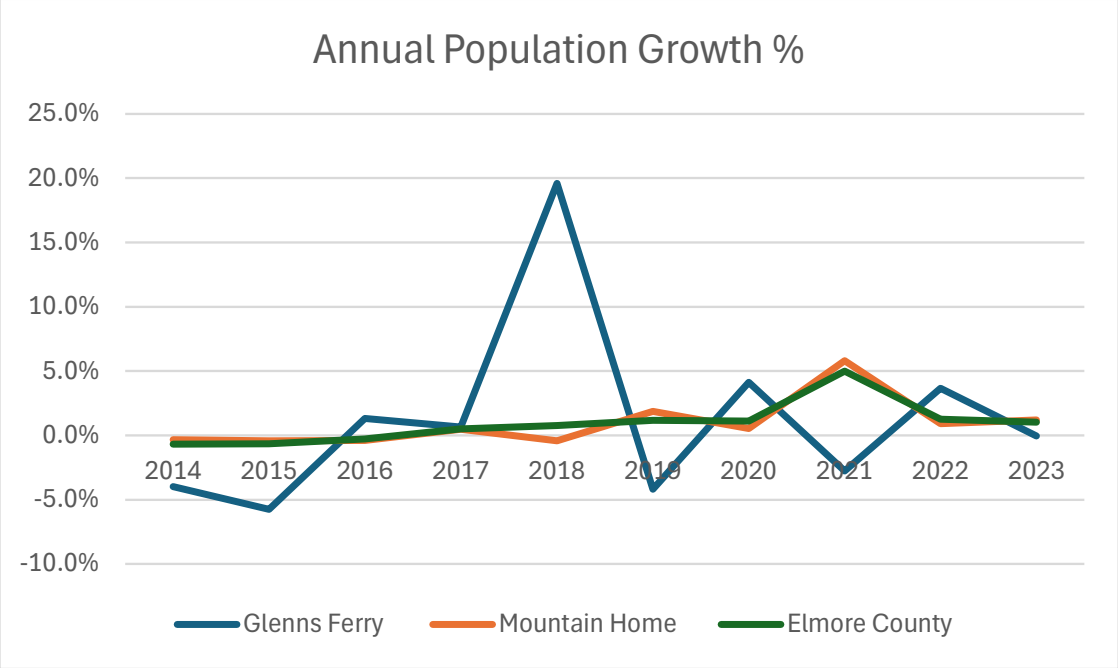


Source: U.S. Census, ACS 5-year Estimates

For the 10-year period ending in 2023, Elmore County consistently witnessed gradual growth at approximately 1%, equivalent to an annual increase of around 270 residents. But the most recent five years saw a consistently higher growth rate of nearly 2 percent.

Over the past decade, the population growth of Mountain Home CCD was a steady 1%, equivalent to an annual increase of around 230 residents. As a small town, the town of Glenns Ferry population has displayed significant fluctuations, given that very small changes in population will reflect large percentage fluctuations.

Figure 2. Annual Population Growth, 2014-2023

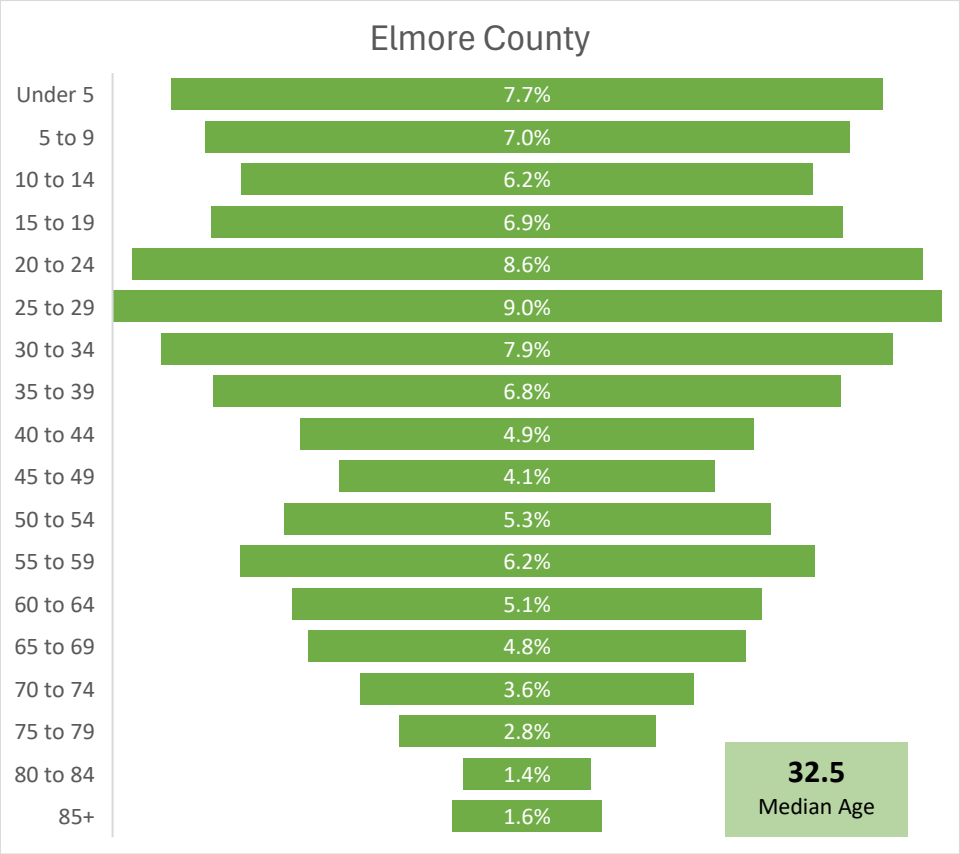


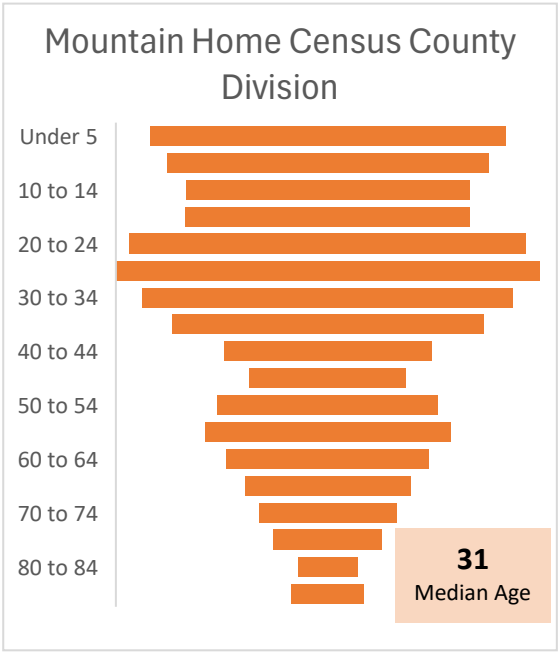
Source: U.S. Census, ACS 5-year Estimates

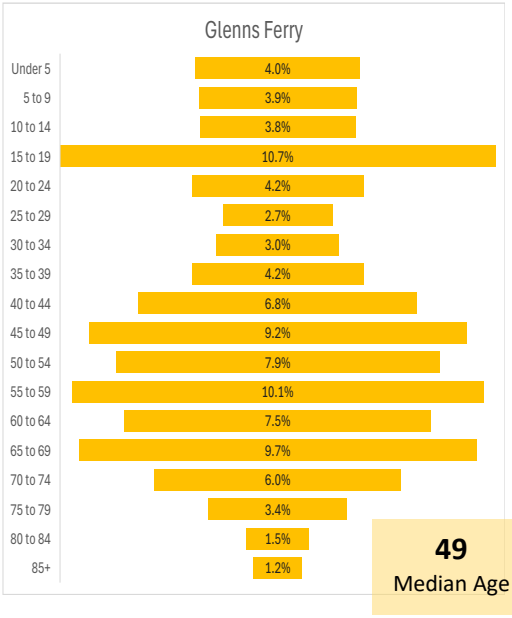
Population by Area	2018	2023	% Change
Elmore County	26,433	29.046	9.9%
Mountain Home Census Division	23,523	26,029	10.7%
Glenn's Ferry	2,582	2,596	0.5%
Idaho	1,754,208	1,964,726	12.0%

Source: U.S. Census, ACS 5-Year Estimates

Figure 3. Population by Age Group, 2023



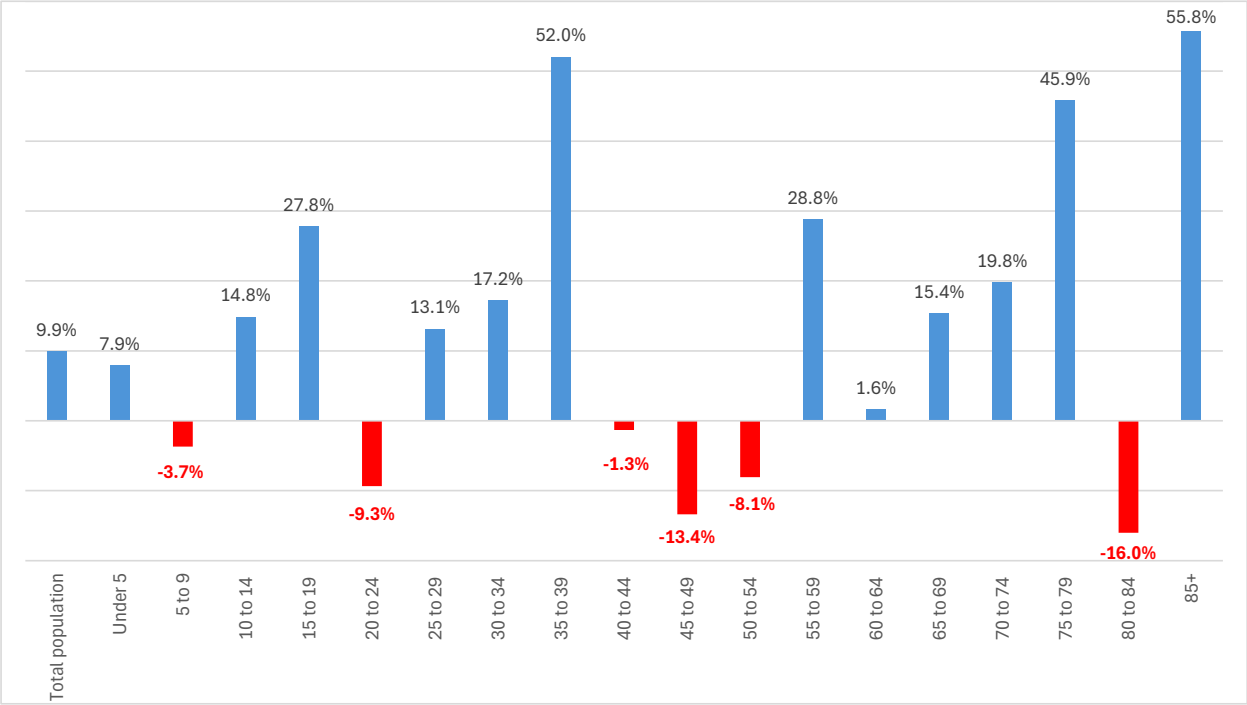




Source: U.S. Census, ACS 5-Year Estimates, 2023

More than one-quarter of county residents are younger than 20 years, while two-thirds are younger than 45. The age cohorts that exhibited significant growth were teens and those in their thirties. While the age cohorts of those over 75 also experienced significant growth, as a percent of the population, their total numbers are low. Likely as a result of the military base, the population of Mountain Home CCD and Elmore County overall is quite young, with median ages of 31 and 32.5 (respectively), compared to the Idaho and US median ages of 38 and 39. Glenns Ferry, however, has a population that is, on average, significantly older, with a median age of 49.

Figure 4. Population Change by Age Group, Elmore County (2018-2023)



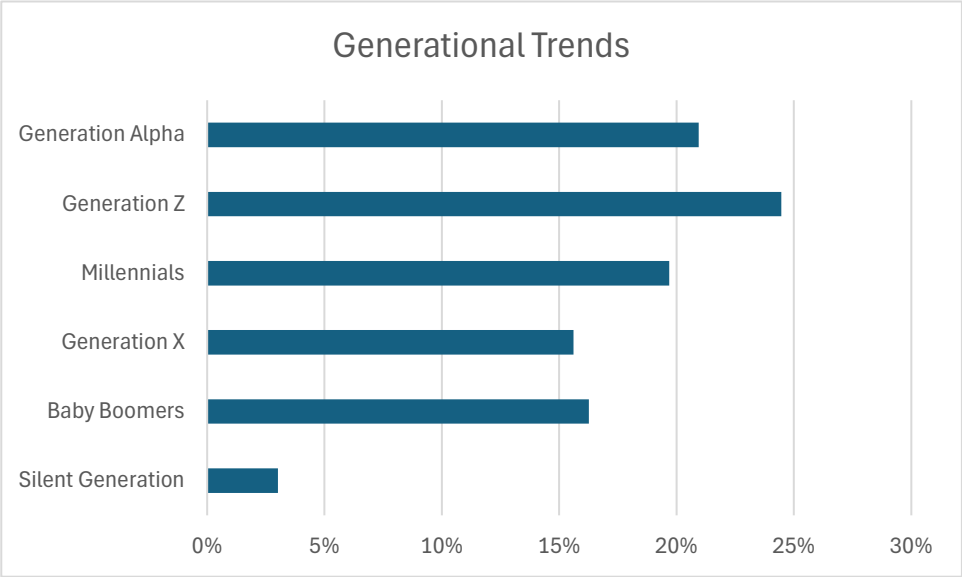
Source: U.S. Census, ACS 5-Year Estimates

Currently, the youngest generations are also the most prominent generational groups in Elmore County. The demographic distribution in Elmore County skews towards the younger generations, although all generational groups have a well-balanced representation.

It's worth noting that many regions across the nation tend to exhibit a higher concentration of baby boomers in their population composition. However, Elmore County bucks this trend with its strong representation of children and people under 40. This blend of youth and baby boomers is expected to have positive implications, particularly for the county's labor force.

This demographic synergy can offer unique advantages for Elmore County's workforce. The diverse skill sets, experiences, and perspectives that both the young and baby boomers bring to the table can complement each other effectively. This mutual collaboration is likely to contribute to a well-rounded and productive labor force, potentially enhancing economic growth and stability within the county.

Figure 5. Generational Trends, Elmore county (2023)

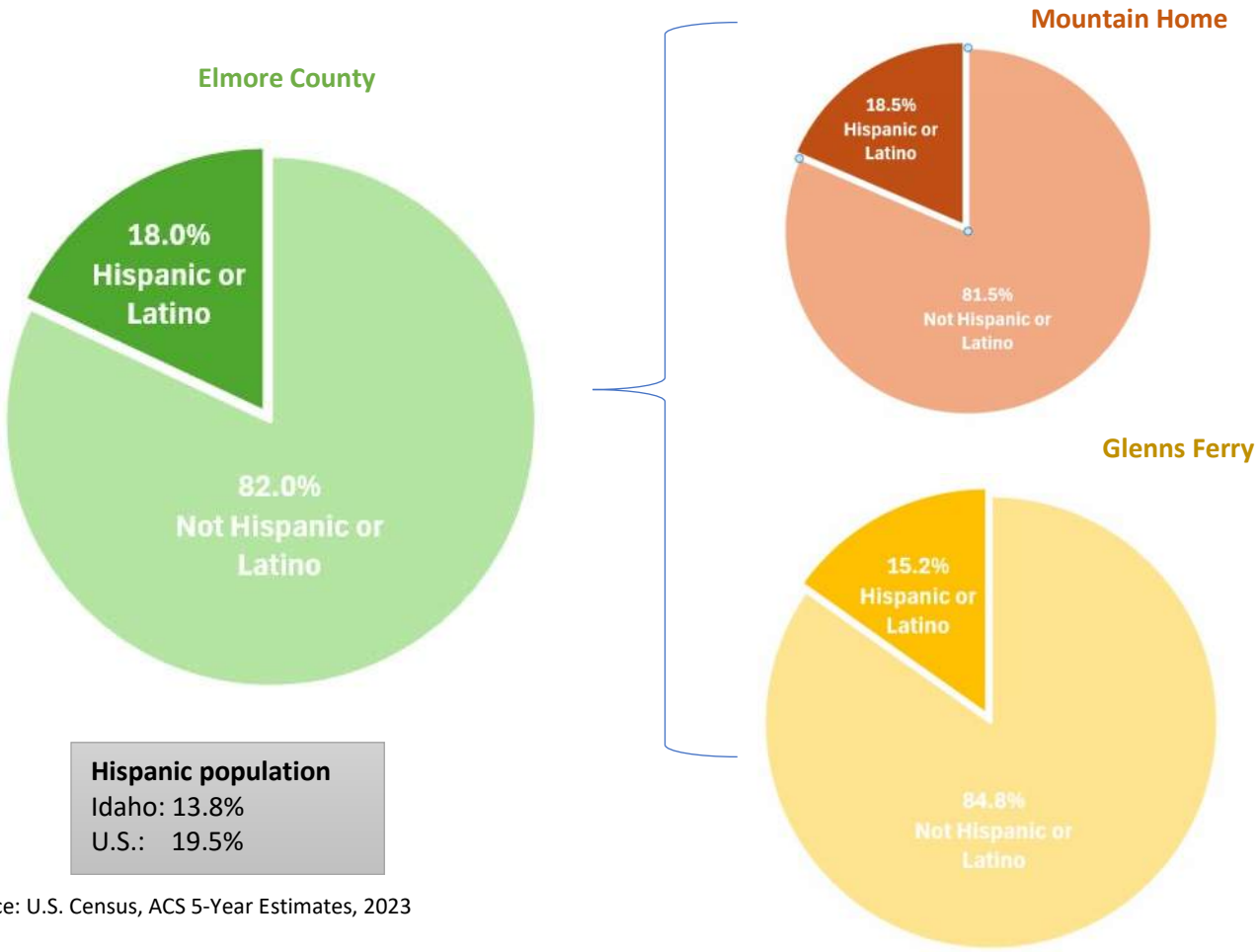


Source: U.S. Census, ACS 5-Year Estimates, 2023

Diversity in an area can be a driving factor in helping businesses appeal to larger markets and customer preferences. The variety of backgrounds and experiences that can be found in diverse employee groups often bring more creativity into the workplace. Many local economies have economic development efforts that seek to attract a diverse population base in efforts to increase local entrepreneurship and grow local creative endeavors, such as in the arts.

Racial diversity in Elmore County is reflected in the approximately one-fourth of the population that is not White. Approximately 18% of Elmore County's population is Hispanic, which is slightly greater than the state's average of about 14%.

Ethnicity



Hispanic population
Idaho: 13.8%
U.S.: 19.5%

Source: U.S. Census, ACS 5-Year Estimates, 2023

Race

	Elmore	Mountain Home	Glenns Ferry
Total:			
Population of one race	86.8%	86.3%	90.2%
White alone	74.5%	72.8%	87.9%
Black or African American alone	3.2%	3.5%	0.1%
American Indian and Alaska Native alone	1.2%	1.3%	0.9%
Asian alone	2.8%	3.1%	0.1%
Native Hawaiian and Other Pacific Islander alone	0.4%	0.4%	0.0%
Some Other Race alone	4.7%	5.2%	1.1%
Population of two or more races:	13.2%	13.7%	9.8%

Source: U.S. Census, ACS 5-Year Estimates, 2023

Migration

Top counties Elmore County residents are moving *to*, 2020

Ada County, ID
Canyon County, ID
Owyhee, ID
Bannock County, ID

Top counties people are moving *from* into Elmore County, 2020

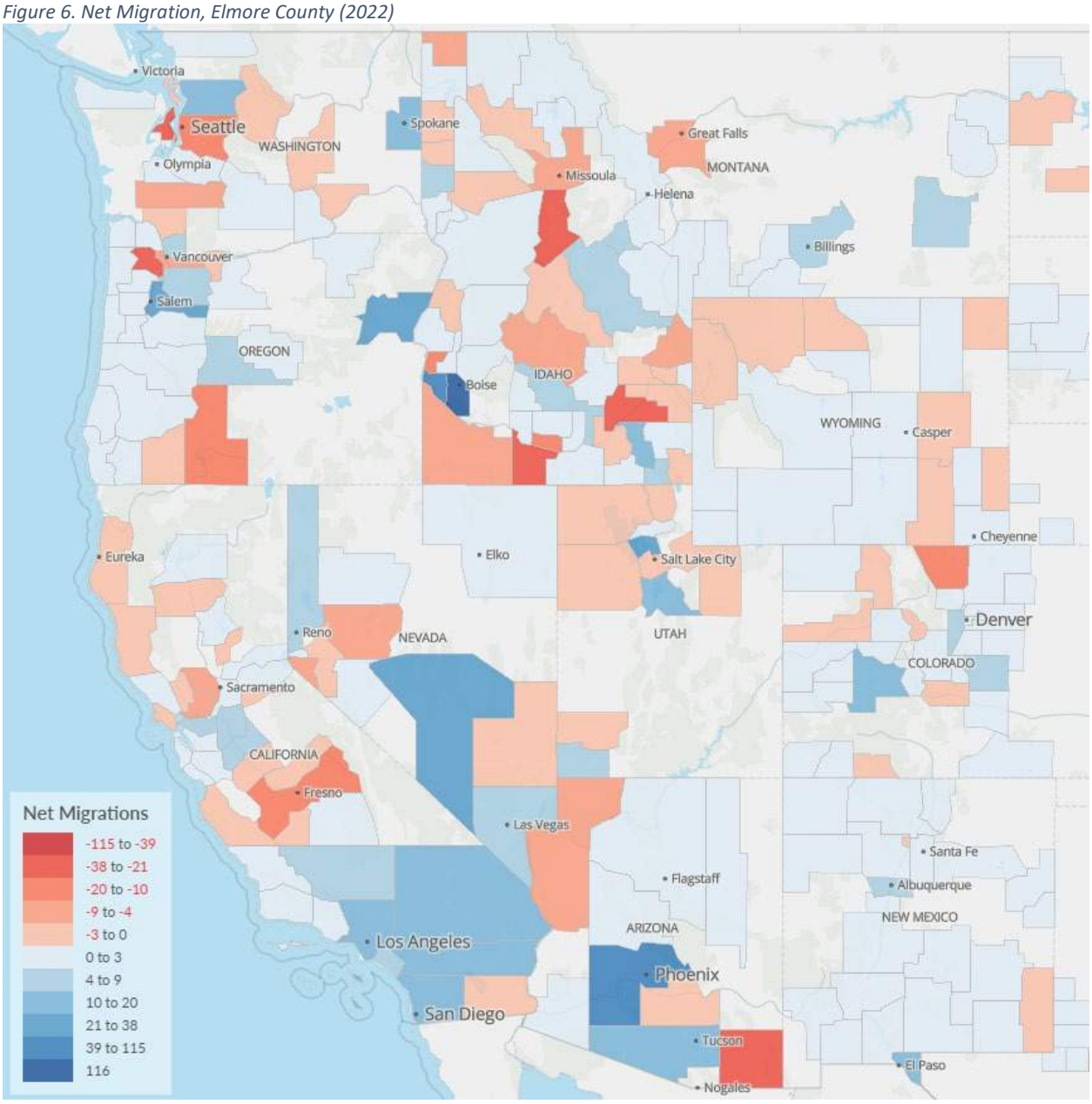
Ada County, ID
Twin Falls County, ID
Boundary County, ID

Elmore County Migration Patterns, 2020

Movers from a different state:
1,671
Movers to a different state:
1,629
Movers from a different county in Idaho:
993
Movers to a different county in Idaho:
885

Nearly one-quarter of all Elmore County residents move in any given year. Nearly half of all movers stay in Elmore County, and another 20% stay within Idaho, but move to a different county. The data show a lot of movement amongst adjacent counties, namely Ada, Twin Falls and Canyon counties. Four states contribute one-third of those relocating to Elmore County: North Carolina (12%), Florida (10%), Arizona (8%), California (5%). Elmore County residents who move to another state, however, are much more scattered. No one state is particularly attracting Elmore County residents; the latest year for which data is available show that County residents moved to 25 different states, with no particular state attracting a significant share of movers. However, it's worth mentioning that the data currently available only goes up until 2020 and doesn't encompass the significant movement that took place during the Covid period.

Figure 6. Net Migration, Elmore County (2022)



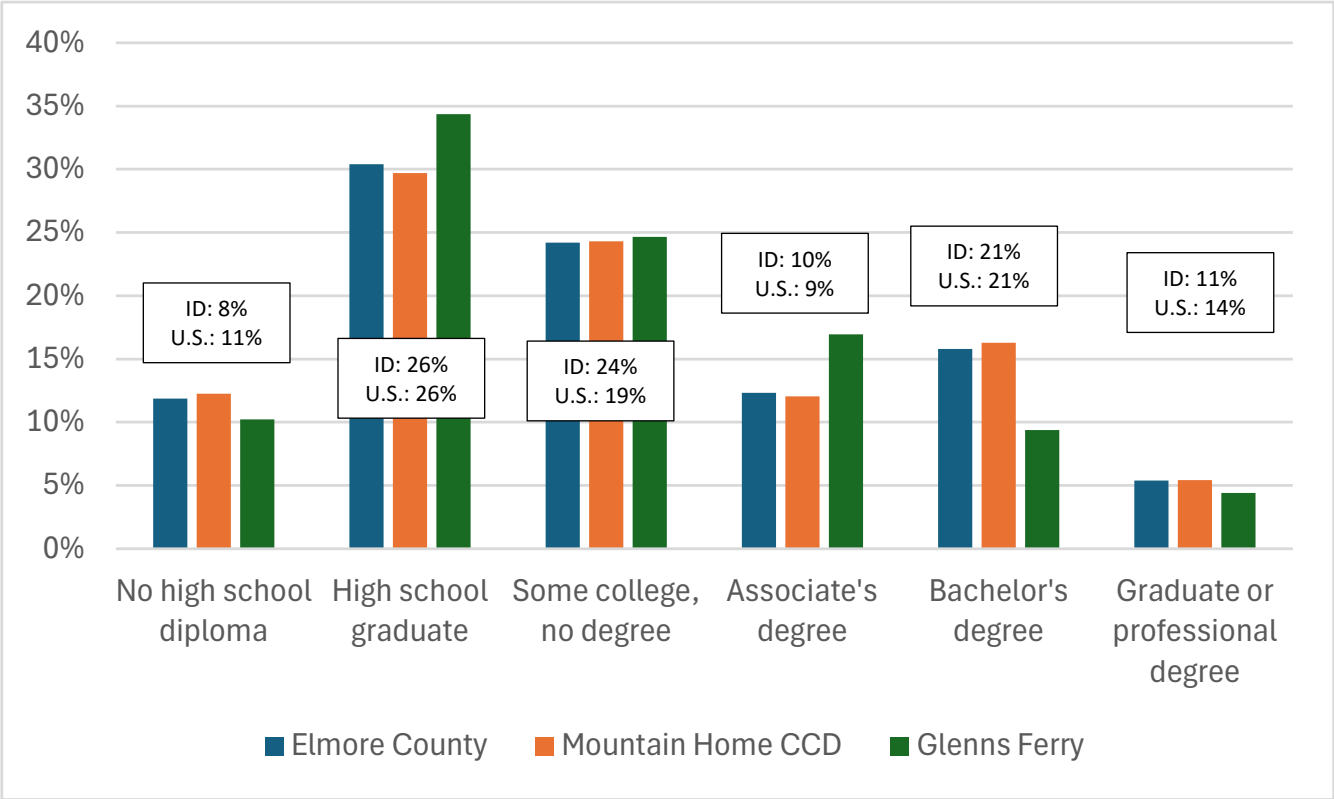
Source: Lightcast using IRS Tax Return data

Educational Attainment

Long-term changes in educational attainment cause structural change in the local economy. Ten years ago, just 17% of individuals aged 25 and older in the population had attained a bachelor's degree or a higher level of education. In 2023, this figure has increased to 21%, indicating that either new residents brought in higher educational qualifications or existing residents pursued further education. However, it's important to note that this percentage remains considerably lower compared to the rest of the state, where an average of 32% of the population aged 25 and older holds such credentials.

The substantial proportion of Elmore County's population with some college or an Associate's education reflects a competent workforce, aligning with the state's average and surpassing the national average.

Figure 7. Educational Attainment for the Population 25 years and over, 2021



Source: U.S. Census, ACS 5-Year Estimates, 2023

Poverty

Household income includes income of all people aged 15 and older occupying the same housing unit. Income levels in Elmore County are 21% lower than the state and 24% lower than the nation. However, an important caveat is that the median household income figures for Elmore County and Mountain Home in particular do not include the military's Basic Allowance for Housing, which is a minimum of $18,000 per year, depending on rank and family size.

Median Household Income

$59,000
Elmore County

$59,900
Mountain Home

$55,650
Glenns Ferry

$74,950
Idaho

$77,720
U.S.

Poverty rates are one measure used to gauge the health of regional economies because of the correlation between economic, employment, and income growth. Using federal poverty guidelines, 12% of residents in Elmore County are living in poverty. The rate has declined in the past five years, from nearly 14% in 2018. The City of Glenns Ferry, however, struggles with persistent poverty levels.

Poverty Status	2018	2023
Mountain Home CCD	12.5%	11.3%
Glenns Ferry	24.8%	21.9%
Elmore County	13.8%	12.4%
Idaho	15.2%	10.1%

Poverty

12.4%
Elmore County

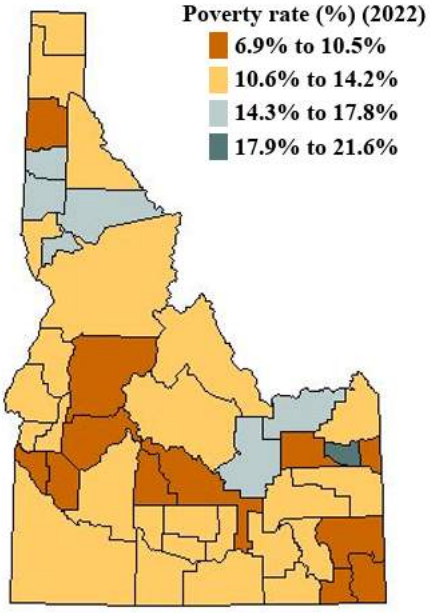
11.3%
Mountain Home

21.9%
Glenns Ferry

10.1%
Idaho

12.5%
U.S.

Not quite one in ten children (under the age of 18) in Elmore County is living in poverty—compared to 12% for the senior population (age 65+). This is close to the statewide averages of 13% for children and 11% for seniors.



Source: http://www.indicatorsidaho.org

Poverty is especially harmful to children who may be impacted by hazardous or unhealthy living conditions, poor educational opportunities, and other risks. These risk factors may impact physical or emotional development, which may further reduce the acquisition of skills required for a career and a steady income.

Poverty casts a wide-reaching shadow that disproportionately affects specific age groups and racial communities, perpetuating a cycle of disadvantage and limiting opportunities for progress. Among these age groups, children are particularly vulnerable. Growing up in poverty can hinder their access to quality education, healthcare, and nutritious food, impeding their overall development and future prospects. The lack of resources often translates to limited educational attainment, contributing to a cycle of intergenerational poverty.

Table 1. Poverty Status by Age Group, Elmore County (2023)

Share of Age Group Below Poverty

All Ages	12%
Under 18	11%
65+	12%

Source: U.S. Census American Community Survey, 5-year Estimate

Similarly, poverty exerts a stifling impact on racial minorities, deepening existing disparities and systemic inequalities. Historical injustices and structural barriers have left certain racial communities more susceptible to economic hardships. Discrimination in employment, housing, and education compounds the challenges they face, perpetuating lower income levels and reduced access to essential services. This not only limits individual opportunities but also hampers the overall progress and prosperity of these communities, creating a cycle that is difficult to break. In Elmore County, this is most prevalent within the Hispanic, Pacific Islander and Native American populations.

Table 2. Poverty Status by Race, Elmore county (2021)

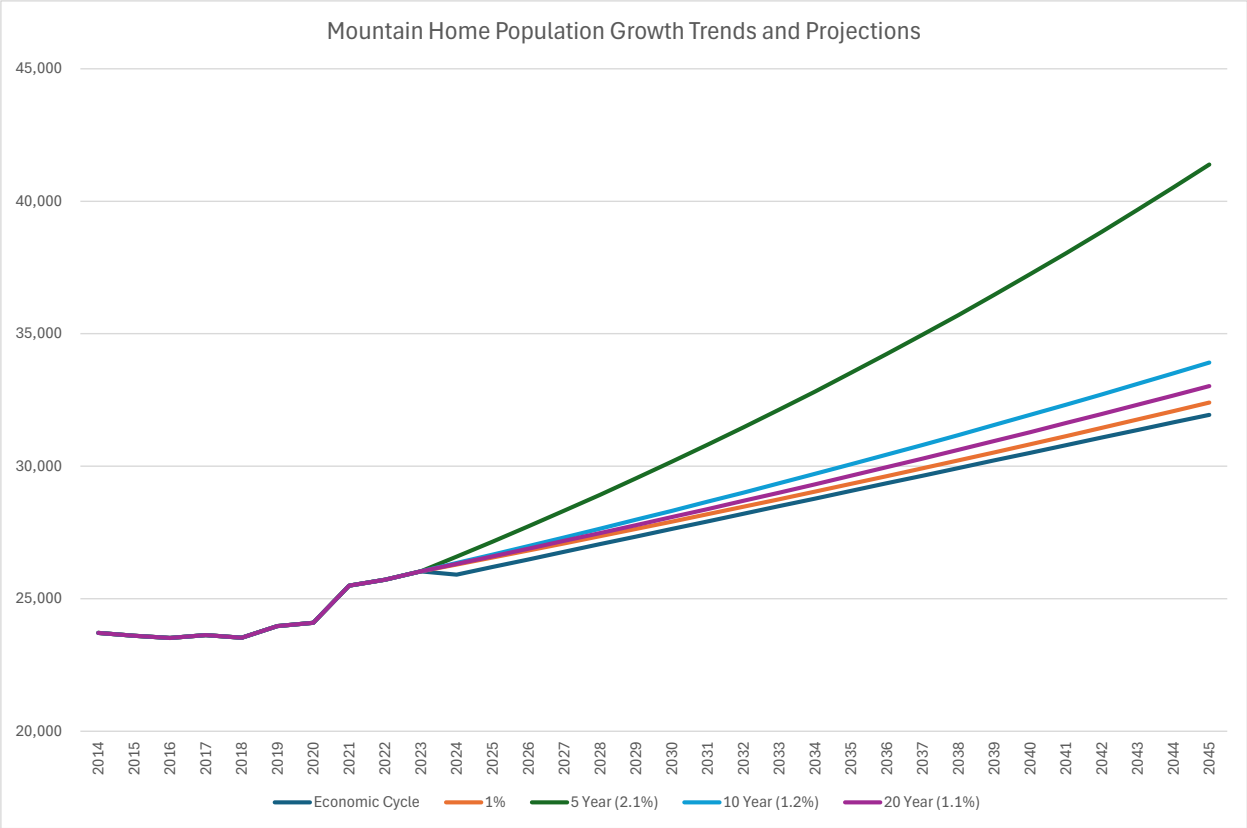
Elmore County	Below Poverty (%)
White alone	12.2
Black or African American alone	6.0
American Indian and Alaska Native alone	34.5
Asian alone	6.9
Native Hawaiian and Other Pacific Islander alone	49.5
Some other race alone	10.7
Two or more races	13.1
Hispanic or Latino origin (of any race)	17.5

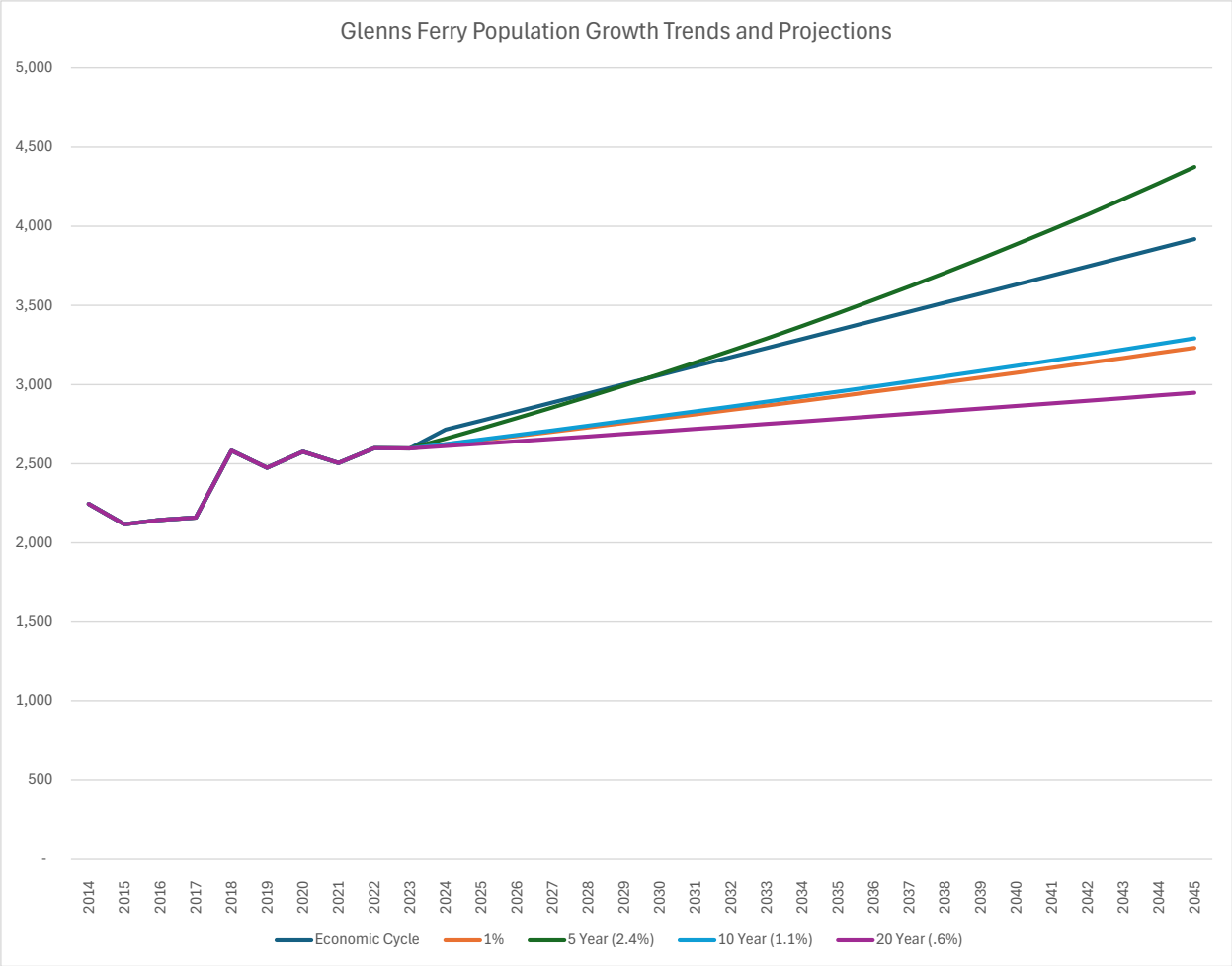
Source: U.S. Census, ACS 5-Year Estimates, 2021

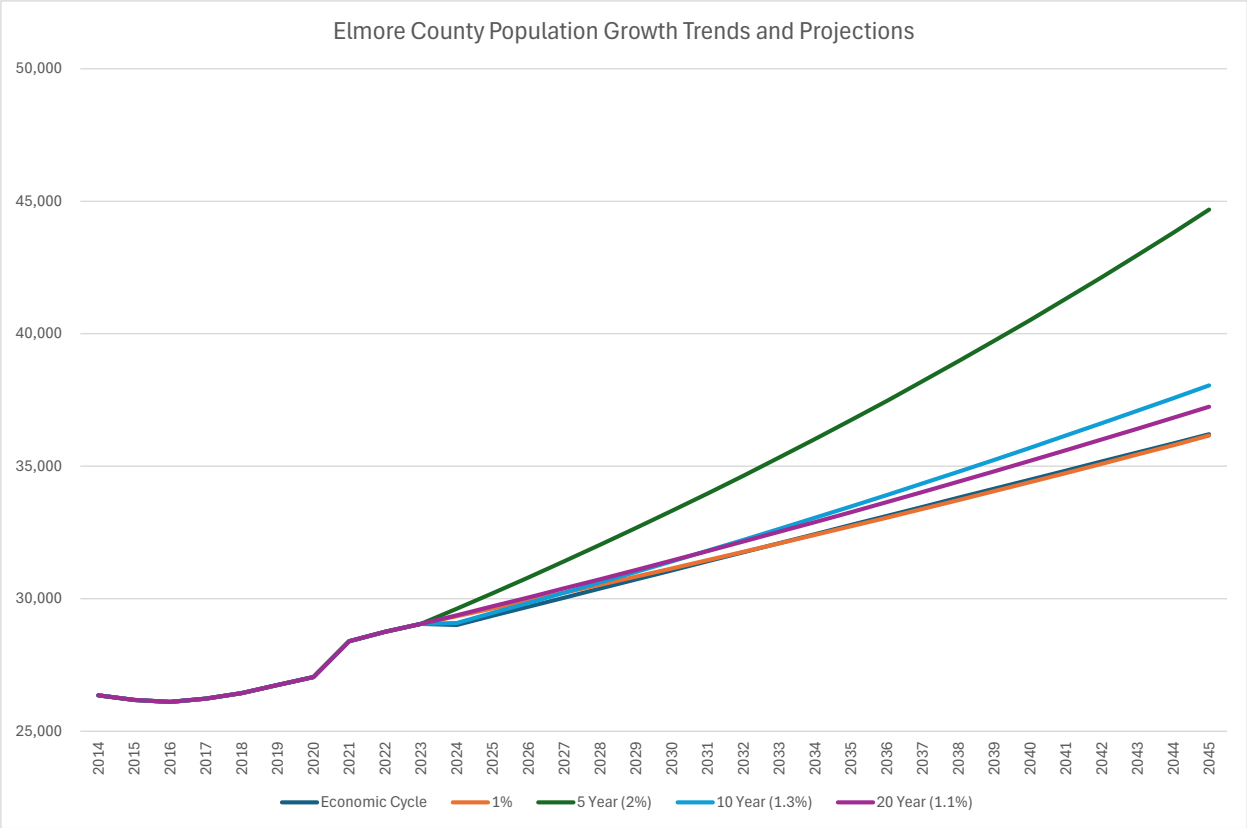
Conclusion

Historically, the population growth rates of Elmore County and Mountain Home are closely tied together, as most of the county population is in the Mountain Home Census County District. As a result, estimated projections indicate that these areas will exhibit similar growth rates in the future. Looking ahead, Glenns Ferry is projected to experience an annual growth rate of 1.8% over the next couple of decades. However, because the population is so small, any change has a large impact on percent rates – and this, in turn, has an outsized impact on regression analyses. The rate could be overstated. The Mountain Home CCD and the County are expected to maintain a more modest growth rate of around 1% annually until the year 2045.

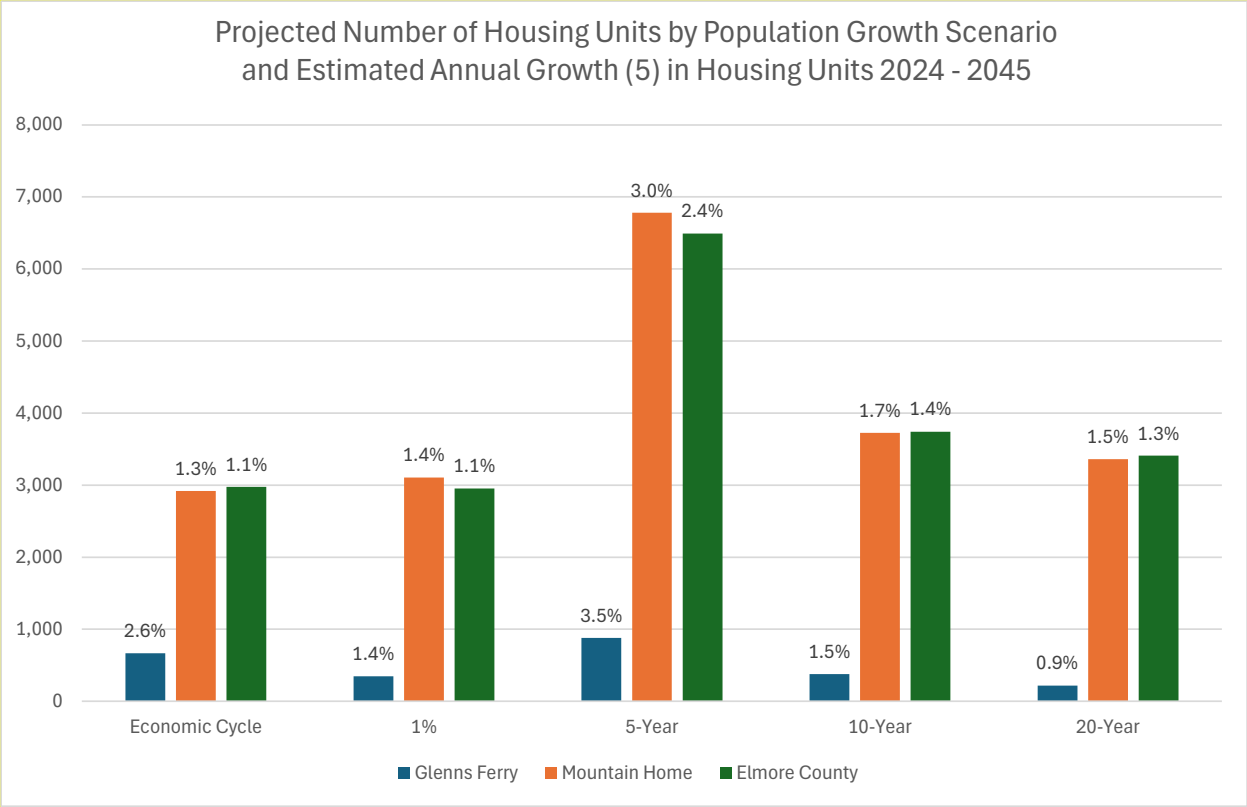
The graphs provided below depict population trends in the three distinct geographic areas, along with projected estimates based on five different growth scenarios that align with each area's historical trends. The economic cycle scenario utilized a regression analysis to estimate growth, while the remaining scenarios employed straight linear analyses.


Mountain Home Population Growth Trends and Projections
45,000
40,000
35,000
30,000
25,000
20,000
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
2036
2037
2038
2039
2040
2041
2042
2043
2044
2045
Economic Cycle
1%
5 Year (2.1%)
10 Year (1.2%)
20 Year (1.1%)


Glenns Ferry Population Growth Trends and Projections
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
-
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
2036
2037
2038
2039
2040
2041
2042
2043
2044
2045
Economic Cycle
1%
5 Year (2.4%)
10 Year (1.1%)
20 Year (.6%)



Utilizing the aforementioned growth scenarios and taking into account the current housing stock, estimates were generated to forecast the number of housing units needed to meet the anticipated population demand, as well as the estimated annual percent increase in new housing units required.


Projected Number of Housing Units by Population Growth Scenario and Estimated Annual Growth (5) in Housing Units 2024 - 2045
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
2.6%
1.3%
1.1%
1.4%
1.4%
1.1%
3.5%
3.0%
2.4%
1.5%
1.7%
1.4%
0.9%
1.5%
1.3%
Economic Cycle
1%
5-Year
10-Year
20-Year
Glenns Ferry
Mountain Home
Elmore County

Housing

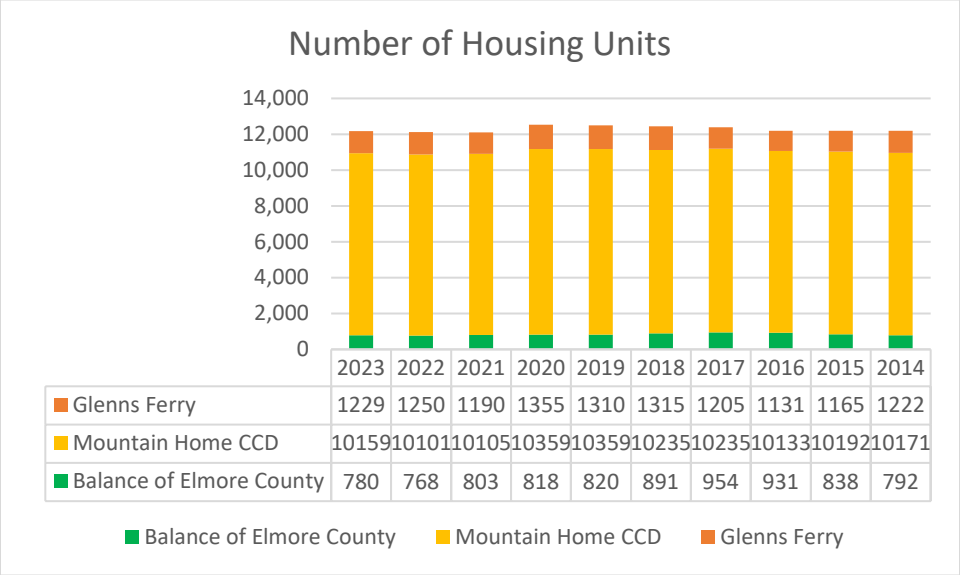
Overview

Housing Units	Occupied Units	Median Value
12,168 Elmore County	**89%** Elmore County	**$278,300** Elmore County
1,229 Glenns Ferry	**83%** Glenns Ferry	**$189,100** Glenns Ferry
10,159 Mountain Home	**94%** Mountain Home	**$282,300** Mountain Home

Three factors drive the need for housing construction: growing demand from a growing population; the need to replenish existing stock; and the need for some level of inventory of vacant units in a well-functioning market. Five years ago, the Elmore County had a shortage of housing and prices surged. Post-pandemic construction brought in new units to replace older stock.

The number of housing units has not changed over the decade from 2014 to 2023, although there have been some increases and decreases as new construction has replaced aging facilities.

Figure 8. Number of Housing Units



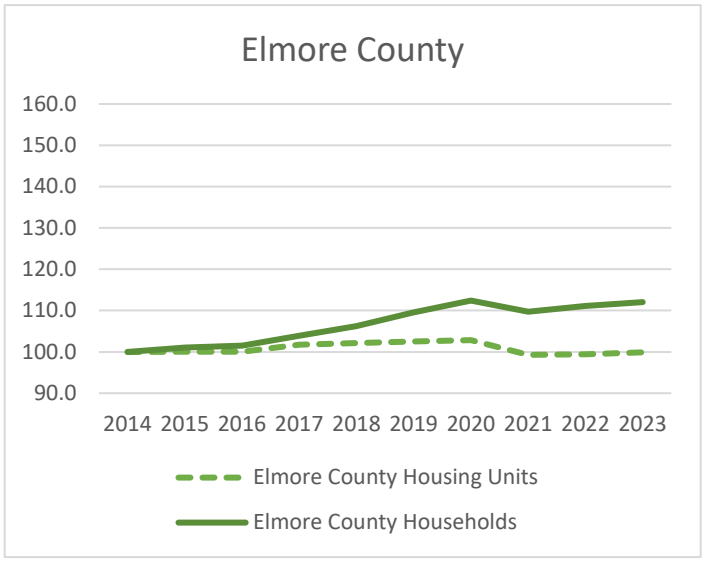
Elmore County Total

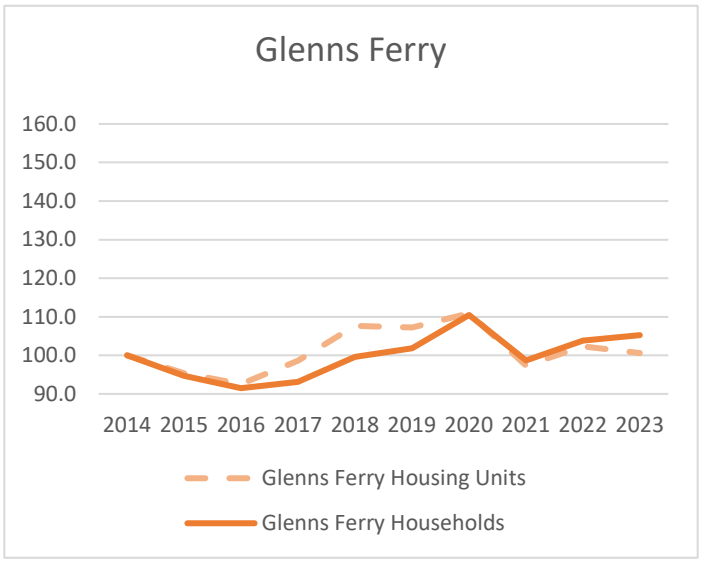
Year	Total	Annual % Change
2014	12,185	0.4%
2015	12,195	0.1%
2016	12,195	0.0%
2017	12,394	1.6%
2018	12,441	0.4%
2019	12,489	0.4%
2020	12,532	0.3%
2021	12,098	-3.5%
2022	12,119	0.2%
2023	12,168	0.4%

Source: U.S. Census, ACS 5-Year Estimates, author calculations

The charts below compare the supply of housing with population. If the population is rising faster than the housing stock, as is happening in Mountain Home and the county as a whole, the resulting shortage of housing units can inflate property values, making housing less affordable for (typically) younger families. Glenns Ferry housing has generally matched well with population levels.

Figure 9. Gap in Housing Units and Population, Elmore County (2014-2023)





Source: U.S. Census, ACS 5-Year Estimates, author calculations

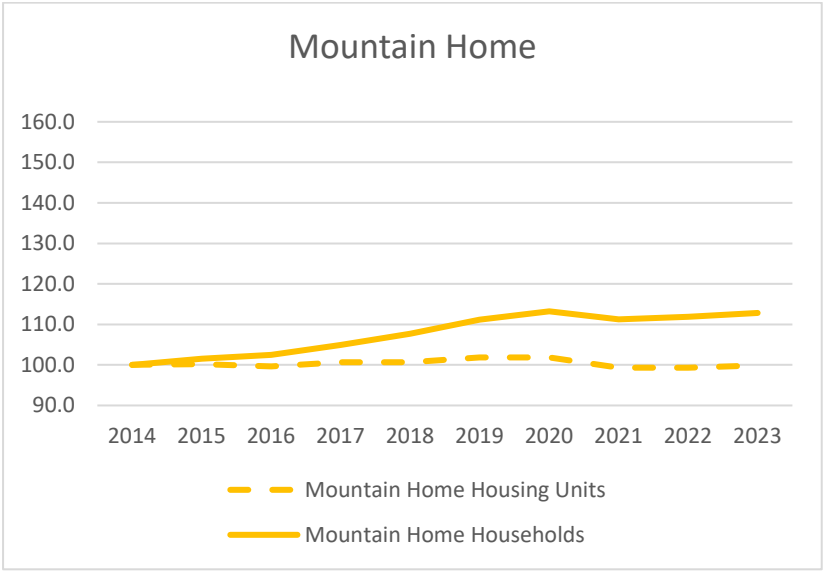
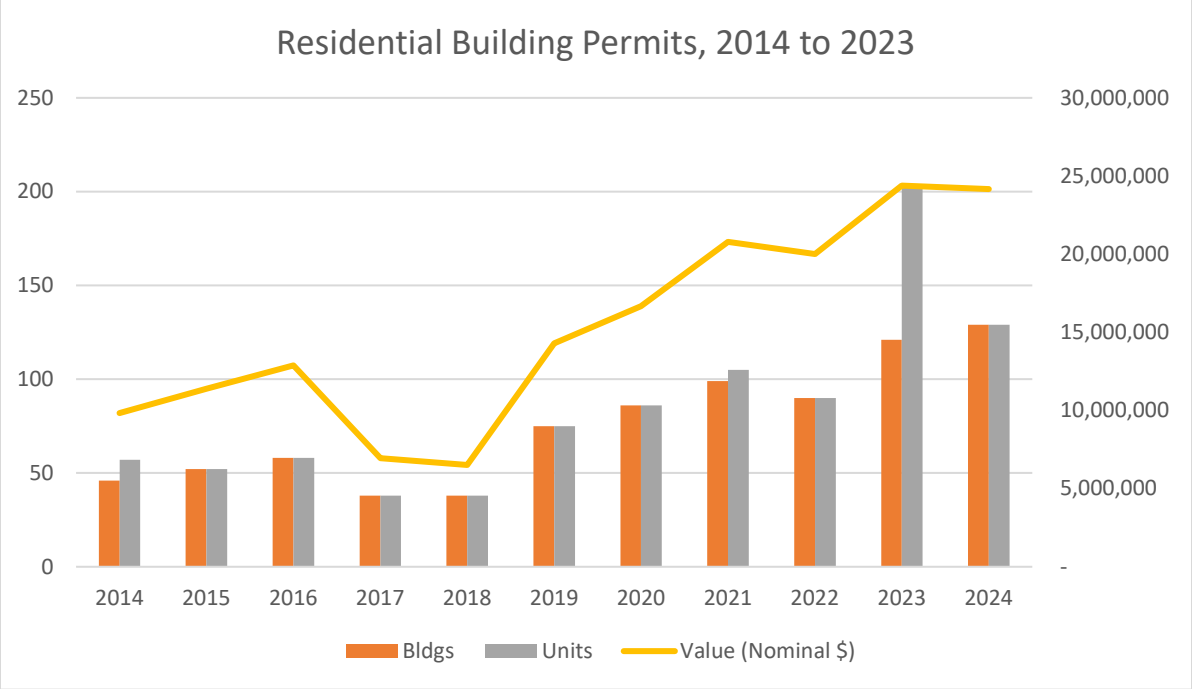


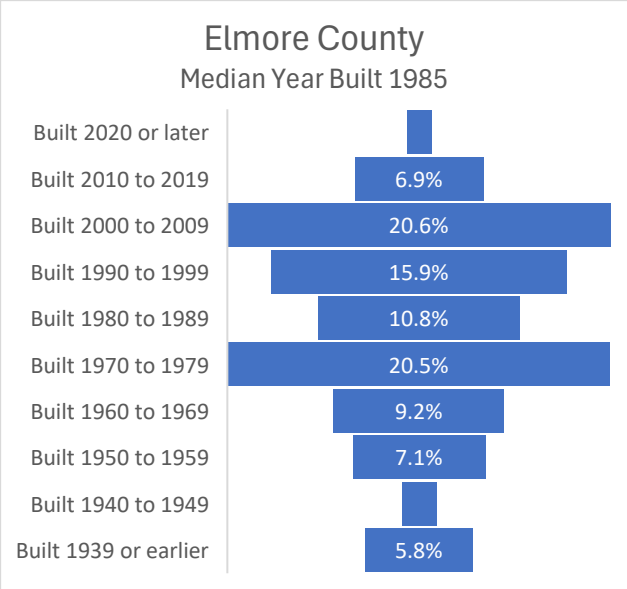
Figure 10. Residential Building Permits, Elmore County

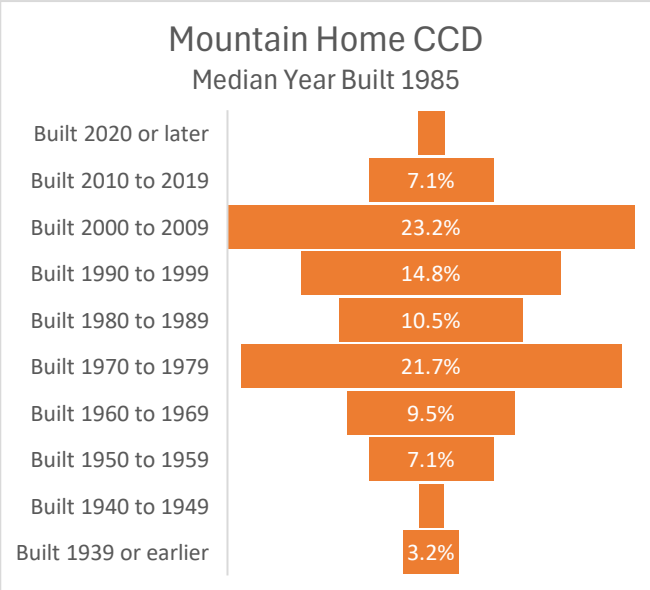


Elmore County Building Activity, 2014 to 2023	
Number of New Buildings	703
Number of New Units	801
Average Value per Unit, $2023	220,000
Average Value per Building, $2023	250,000

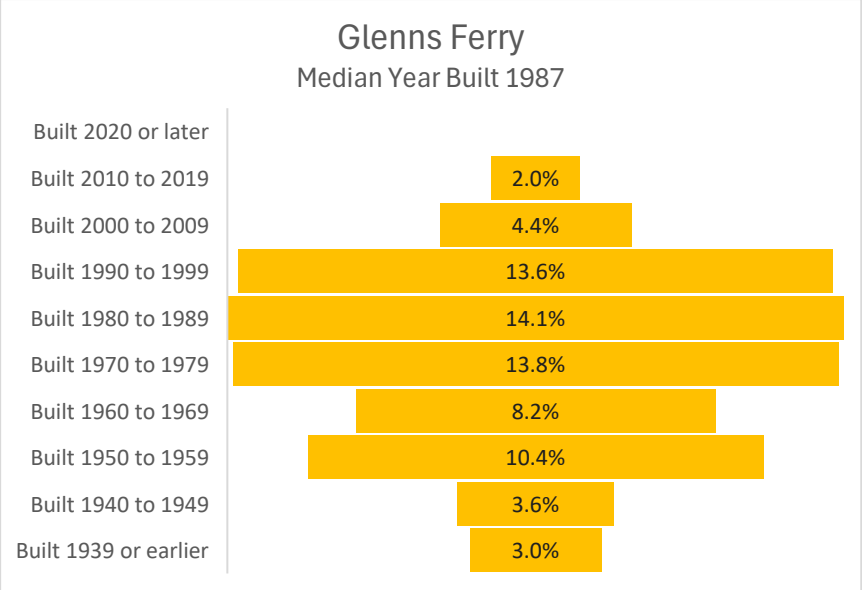
While a large number of new units and buildings have been built, the housing stock remains dated with the median house built approximately 40 years ago. This equates to more repairs and strain on the continuous shortage of labor for skilled workers in the construction field.

Figure 11. Housing Supply by Year Built





Source: U.S. Census, ACS 5-Year Estimates



Most of the housing, about three-quarters of housing stock, consists of single-family residences, which closely matches the state average. All of the regions and the county in general do have a greater proportion of mobile home housing compared to the state average. The vacancy rate in Mountain Home is only 6%, reflecting a market where housing is in demand.

Figure 12. Housing Stock, 2023

Housing Type	Mountain Home CCD	Glenns Ferry	Elmore County	Idaho
Single Unit	73.6%	68.2%	74.6%	77.9%
Multi-unit	15.0%	9.8%	13.5%	14.9%
Mobile Home	11.4%	22.0%	11.9%	7.2%

Source: U.S. Census, ACS 5-Year Estimates

Table 3. Occupancy Status, 2023

	Mountain Home CCD	Glenns Ferry	Total for Elmore County	Idaho
Total Housing Units	10,159	1,229	12,168	815,304
Occupied	94%	83%	89%	90%
Owner-occupied	64%	72%	65%	73%
Renter-occupied	36%	28%	35%	27%
Vacant	6%	17%	11%	6%

Source: U.S. Census, ACS 5-Year Estimates

Home Prices

Housing costs have been the most significant factor preventing young adults from forming their own households as well as buying a house. Robust demand but weak supply has driven up housing prices rapidly in many areas, which in turn is acting as a force to balance demand against supply. Facing higher home prices and rents, many young people are doubling up in shared living arrangements or living at home with their parents. There are two main reasons for the lower levels of housing production (relative to population): increased development costs and shortage of skilled labor.

When accounting for inflation, the median home values in Elmore County have surged by $132,700 since 2018. By 2023, the median home value in Elmore County stood at $278,300 (reflecting a 90% rise since 2018, adjusted for inflation). However, from 2018 to 2023, the median family income in Elmore County experienced a mere 4% increase when considering inflation.

The primary driver of rising home prices has been the persistent imbalance between supply and demand. Between 2018 and 2020, housing prices in Elmore County experienced an annual growth rate of slightly less than 20%. In 2021, the median sales price for homes reached $310,000, reflecting a 31.9% increase from the previous year. This significant rise was primarily attributed to a constrained housing supply coupled with high buyer demand, marking the largest annual increase since 2006. Since 2021, housing prices have largely stabilized, remaining near the 2021 peak when adjusted for inflation.

In March 2022, Elmore County experienced a substantial increase in housing sales inventory, with 39 homes available for sale, representing a 143.8% increase compared to the same month in the previous year.

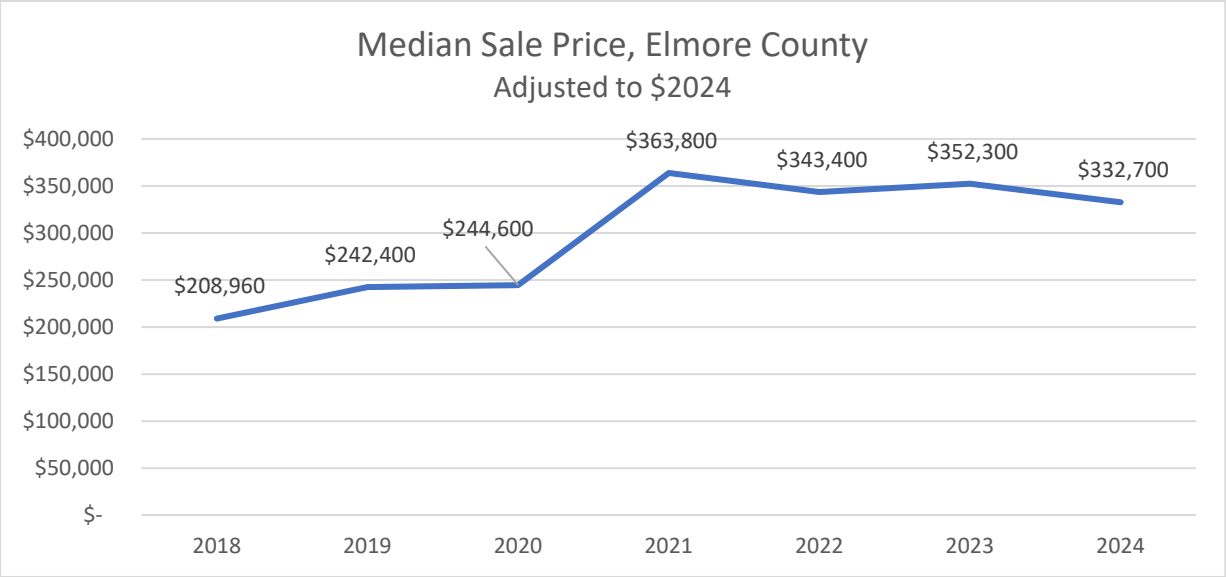
Housing Market Data for 2024:

- Median Home Value: $341,540
- Median Sales Price: $332,678
- Median List Price (as of January 31, 2025): $377,417
- For-Sale Inventory (as of January 31, 2025): 100 homes
- New Listings (as of January 31, 2025): 19 homes

Source: Boise Regional Realtors Market Reports

This data reflects ongoing market trends, indicating a relatively stable housing market following the rapid appreciation observed immediately after the pandemic.

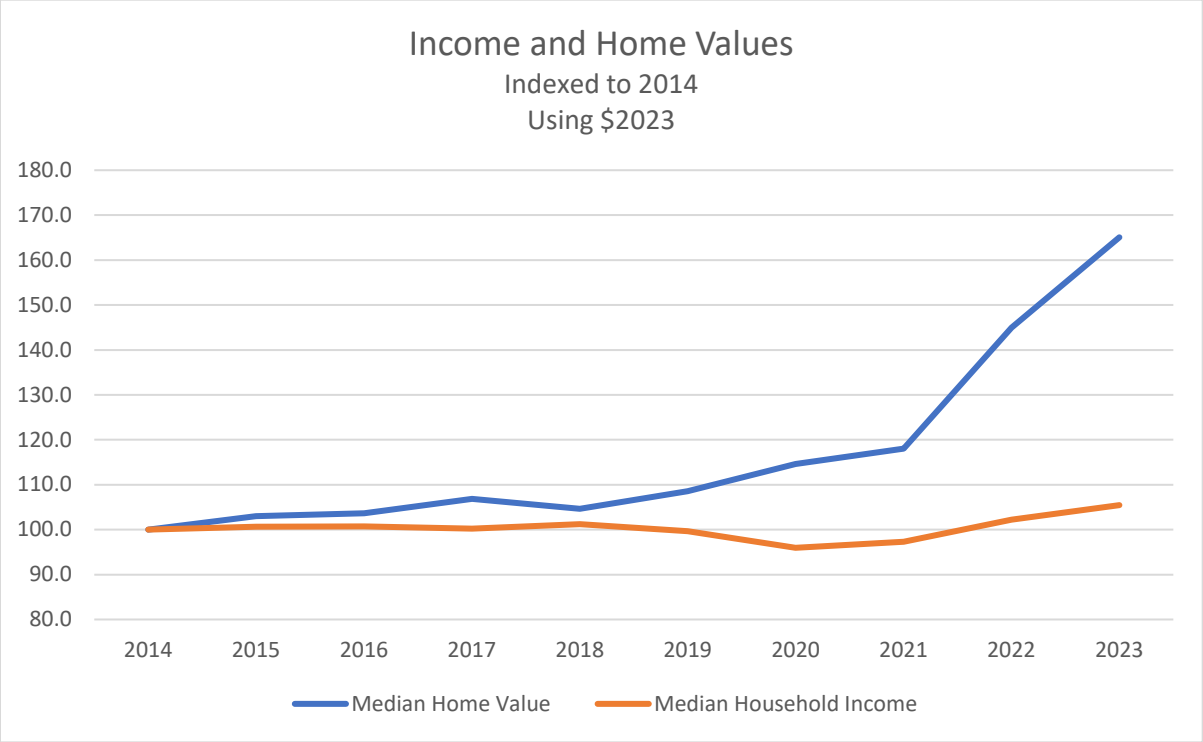
Figure 13. Median Sales Price Trends, Elmore County (in $2024)



Source: Boise Regional Realtors Market Reports and author's calculations

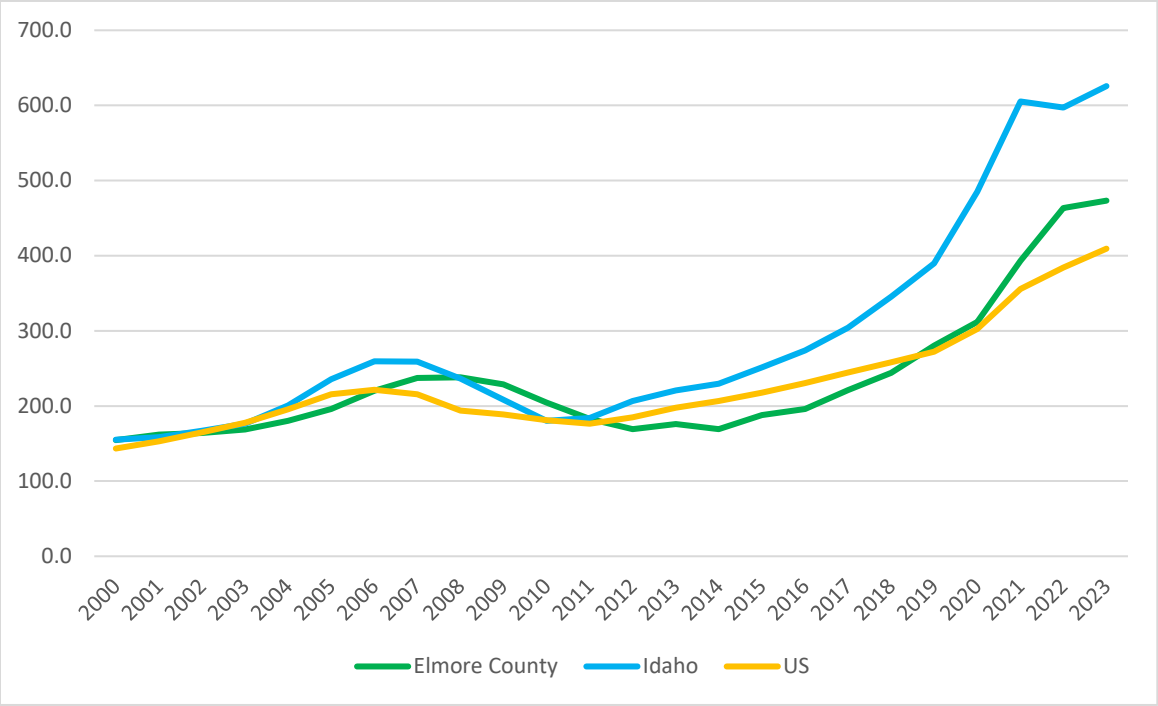
In Figure 14, both median home value and median family income have been converted into index numbers, with their respective values in the year 2014 being established as the baseline at 100. The dollar amounts have been adjusted to account for inflation. As is the case nationwide, housing values have risen sharply relative to household incomes.

Figure 14. Median Home Value vs. Median Household Income (adjusted in $2023 and indexed), Elmore County



Source: Intermountain MLS; U.S. Census, ACS 5-Year Estimates; and author's calculations

Figure 15. House Price Index Trends, 2000-2023

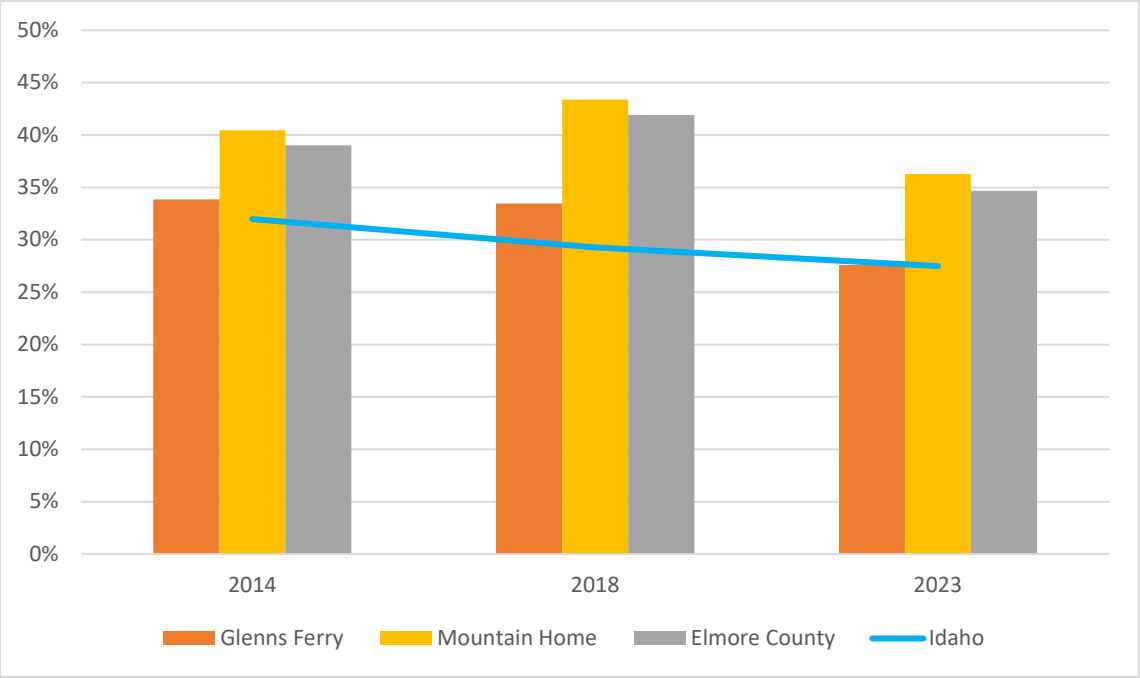


Rental Affordability

A healthy housing market provides a diverse range of housing options, including rental and for-sale homes and homes affordable to people of different incomes. An examination of the percentage of households that rent their homes, and the characteristics of these renter households (age, income, and cost-burden) can help jurisdictions understand the needs of renters and the extent to which policy changes may be needed to help ensure those needs are met. By examining how the data change over time, jurisdictions can spot trends, such as increased or decreased rental affordability.

In Idaho, approximately one-quarter of all households rent, while in Elmore County, more than one-third are renters. This underscores the importance of quality affordable rental housing. In 2023, the proportion of renter households in Elmore County was 35%, considerably more than the state average of 27%, but similar to the renter percentage in the United States (34%).

Figure 16. Share of Householders Who Rent, 2011-2021



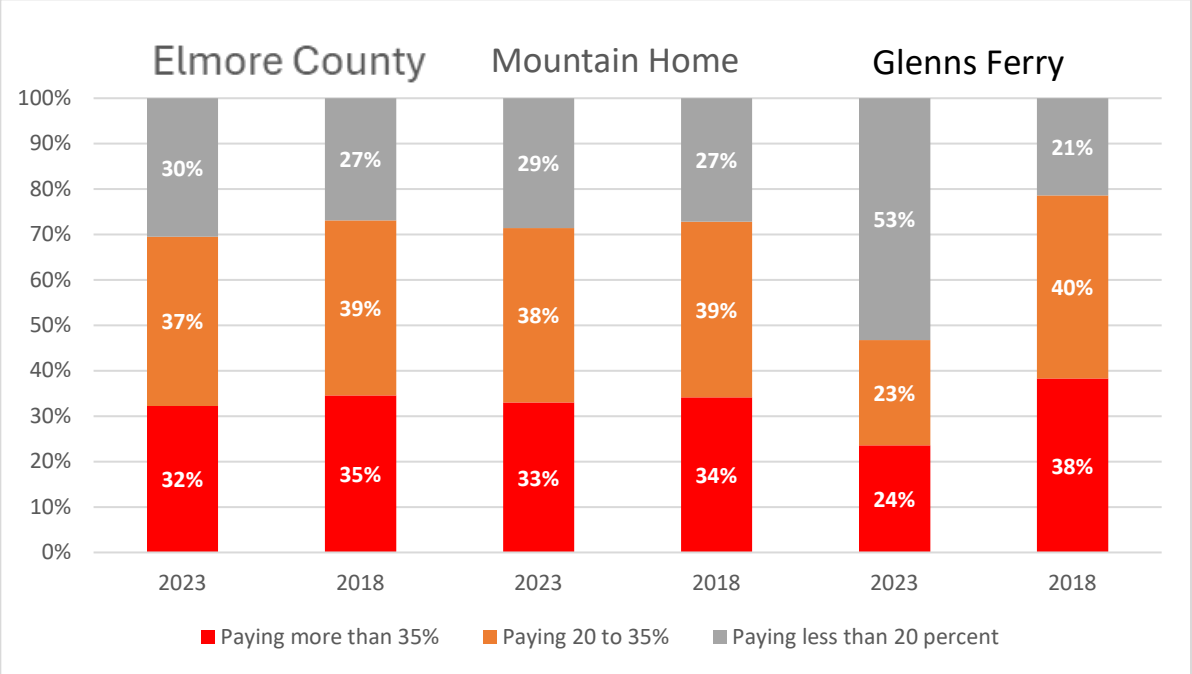
Source: U.S. Census, ACS 5-Year Estimates

A moderately cost burdened rental household spends between 20 and 35% of their household income on gross rent (defined as monthly rent plus utilities expenses). A severely cost burdened renter household spends more than 35% of their household income on gross rent.

Examining how the share of renter households that are cost-burdened changes over time can help jurisdictions understand whether affordability problems are easing or worsening. In Elmore County, the share of renter households that are severely cost burdened decreased slightly from 35% in 2018 to 32% in 2023, largely influenced by the huge decrease of burdened renters in Glenns Ferry. Burdened households in Glenns Ferry dropped from 38% to 24%.

Data on the percentage of households that are cost-burdened at the regional and national levels can provide a useful context for understanding the extent to which the jurisdiction's affordability challenges are more or less severe than these benchmarks. On average in the U.S., about half of all renters pay 30% or more of their household income in rent.

Figure 17. Share of Renter Households Moderately or Severely Cost Burdened



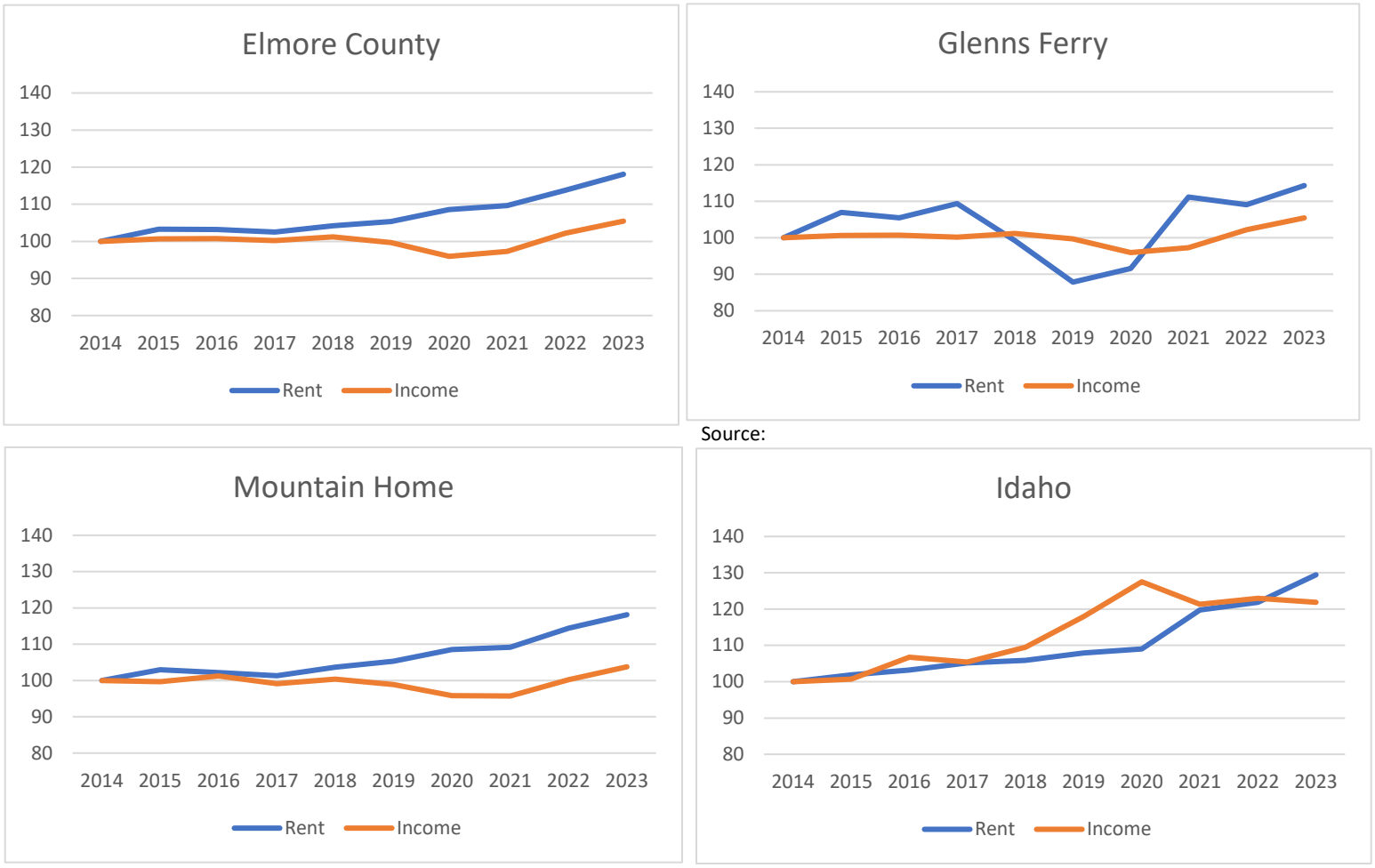
Source: U.S. Census, ACS 5-Year Estimates

As visualized below in the following figures, the data for both monthly median rent and annual median household income have been transformed into index numbers. This indexing process involves setting their respective values from the year 2014 as the baseline, represented by the index value of 100. This adjustment allows for a direct comparison of changes in rent and income over time, irrespective of the actual dollar values.

The median monthly rent in Elmore County increased from $732 in 2014 (adjusted for inflation to $2023 dollars) to $864 in 2023, marking a growth of 18%. In parallel, the annual median household income in Elmore County experienced a 5% rise, also adjusted for inflation, during this timeframe. This disparity in the data highlights a trend where rent costs are escalating at a swifter pace compared to the growth in residents' earnings (see figures below).

Because Glenns Ferry has a small population, income and rent data are very sensitive to changes from even a small percentage of the population. If there is a business closing with a handful of layoffs, aggregate income will be noticeably affected. Likewise, the number of 'renters' who pay no rent varied over a 10-year period from 10% to 20% of all renters, indicating a highly flexible tenant-landlord market (renters living in family-owned homes?). As with income, these small numbers of people with flexible arrangements have significantly impacted the rental data. In Glenns Ferry, both household income and rent levels have fluctuated but overall show more balance than the rest of Elmore County.

Figure 18. Comparison of Trends in Rent and Income (adjusted in $2023 and indexed)



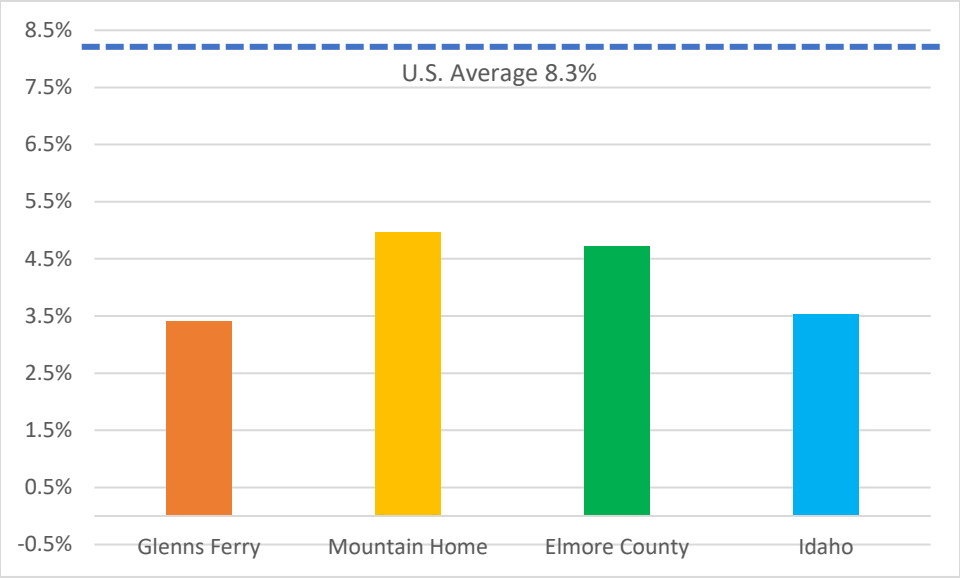
Source:

U.S. Census, ACS 5-Year Estimates

Transportation availability

In Idaho, approximately 3.5% of households do not have a vehicle available, leaving them dependent on public transportation. This is significantly lower than the U.S. average of 8.3% of households without a vehicle, reflecting the vast distances and rural nature of much of Idaho's land. Glenns Ferry households are similar to Idaho overall, with 3.5% of households not having access to a vehicle. Elmore County's average is slightly higher, with 5% of households not having a vehicle.

Figure 19. No Vehicle Available



Source: U.S. Census, ACS 5-Year Estimates

Conclusion

Elmore County's housing market is defined by population growth, economic conditions, and the availability of new construction. The net number of housing units (despite construction of 700 new buildings) did not increase in the decade from 2014 to 2023, while the number of households increased 12%. This imbalance has contributed to rising home values and rental costs, particularly in Mountain Home, where housing demand remains strong. With a significant portion of the county's housing stock aging, ongoing construction and investment in housing are crucial to ensuring that the region can accommodate its growing population while maintaining affordability.

Affordability remains a major concern, especially for young families and renters. The sharp increase in housing prices, particularly during the post-pandemic period, has made homeownership increasingly difficult. While rental options provide an alternative, the proportion of cost-burdened renters in Elmore County hovers around one-third of renting households, highlighting the need for policies that promote more affordable rental housing. Furthermore, development constraints, including rising construction costs and a shortage of skilled labor, continue to pose challenges for expanding the housing supply at a rate that meets demand.

Looking ahead, addressing Elmore County's housing needs will require a multi-faceted approach that balances new development with affordability and sustainability. Policymakers and community leaders must work to encourage the construction of diverse housing options. By proactively planning for future housing needs, Elmore County can foster a stable, accessible, and vibrant housing market that supports long-term economic growth and community well-being.

Agriculture

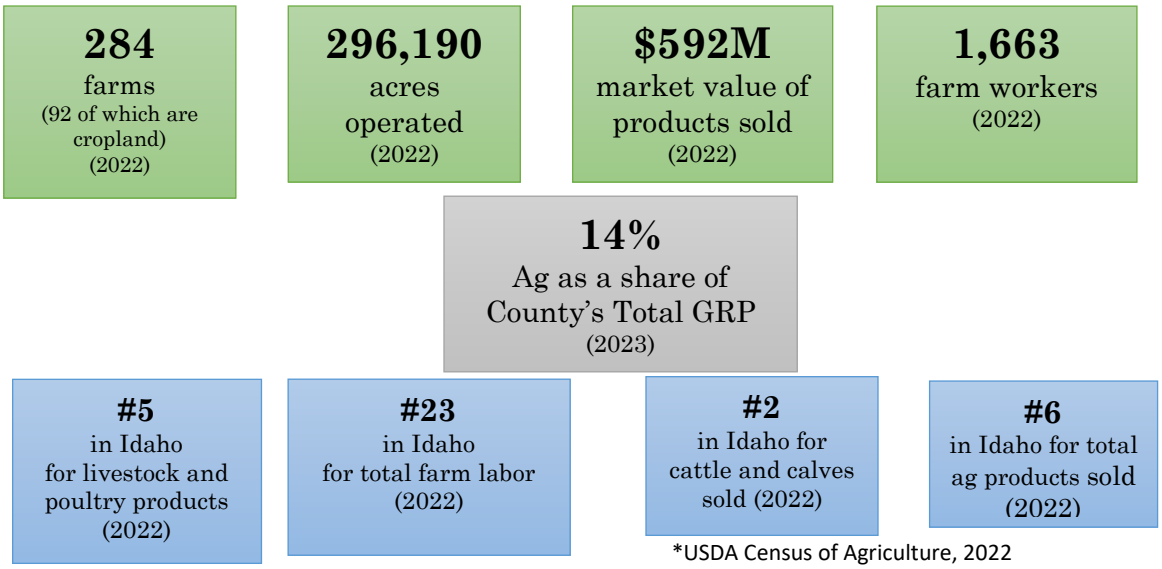
Introduction

This analysis relies on a variety of sources, including U.S. Department of Agriculture's (USDA) Census of Agriculture and Idaho Department of Labor's Farm Employment Estimates. Both sources were used because they are the most consistently updated sources and are available at the county level. Therefore, they can be replicated for benchmarking purposes.

The Census of Agriculture, taken only once every five years, looks at land use and ownership, operator characteristics, production practices, income and expenditures. For farmers and ranchers, the Census of Agriculture is their voice, their future, and their opportunity. For comparison, this analysis illustrates the last three Census of Agriculture years, 2012, 2017, and 2022, the most current. However, some data are supplemented from Bureau of Economic Analysis (BEA), where appropriate. The data and analysis are intended to elucidate agricultural trends in the Elmore County economy to guide policy and should not be used for business or investment purposes.

All numbers summarized in the analysis are from the 2022 Census of Agriculture, unless otherwise noted.

Overview



*USDA Census of Agriculture, 2022

Elmore County is a highly successful agricultural producer. While it is in the mid-range of Idaho counties for farm labor, it is one of the top county producers of cattle, calves, other livestock, poultry, and dairy production. County farms are a mix of large-scale livestock operations and crop production. The county's livestock sector with cattle, calves, and dairy production is the backbone of its agricultural economy. At the same time, the county produces significant amounts of forage crops (hay and haylage), wheat, potatoes, and sugarbeets.

Elmore County farmers are among some of the top agricultural producers in the state and play an integral role in the region's economy, contributing 14% to the County's total gross regional product (GRP—or production output).

The County encompasses 284 farms comprising 296,190 acres, averaging just over 1,000 acres per farm. Both the number of farms and the amount of acreage operated has decreased from 2017 by just under 20%. As shown in the map below, approximately one-fourth of land situated within Elmore County is used for crops and grazing land.

Figure 20. Zoning, Elmore County (2023)

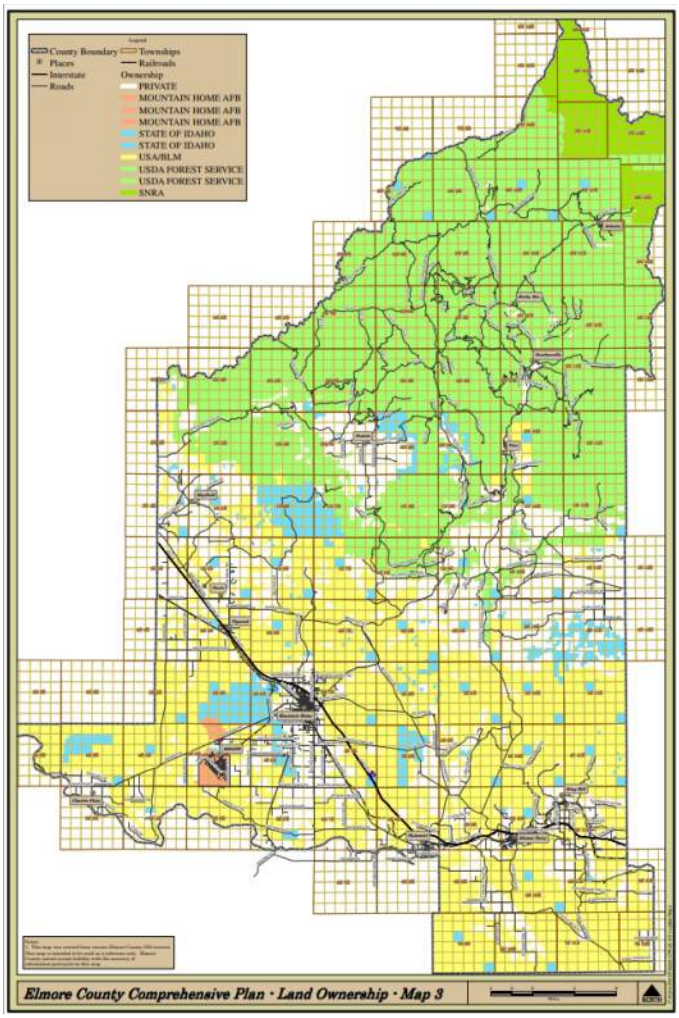


Table 4. Farm Size, Elmore County (2012-2022)

	2022	2017	2012	% change 2017 to 2022	% change 2012 to 2022
Number of farms	284	340	349	16.5%	18.6%
Acres operated	296,190	358,454	344,820	17.4%	14.1%
Average size in farm (acres)	1043	1054	988	1.0%	5.6%

Source: USDA

Idaho Average Farm Value of Products Sold	**$ 476,120**
Elmore County Farm Average Value of Products Sold	**$2,083,615**

Share of Sales by Type

Crops	**16%**
Livestock, poultry, and products	**84%**

5.4%
of Idaho's total Agricultural Sales

Over a ten-year period (2012 to 2022), the numbers of every size farm except the very small, have declined by 20% or more. The number of very small farms (<10 acres) has stayed the same, while the number of large farms (>500 acres) has decreased by 25% (from 74 to 56 farms). The mid-range farms (between 10 and 179 acres) saw a loss of farms on the lower size range with some offset by a slight increase in the number of farms at the higher range of this size.

Table 5. Number Farms by Size, Elmore County (2022)

Farms by Size	2012	2017	2022	% Change 2017 to 2022	% Change 2012 to 2022
1 to 9 acres	100	122	100	-18.0%	0.0%
10 to 49 acres	88	80	67	-16.3%	-23.9%
50 to 179 acres	59	40	23	-42.5%	-61.0%
180 to 499 acres	28	31	38	22.6%	35.7%
500 to 999 acres	24	19	12	-36.8%	-50.0%
1,000+ acres	50	48	44	-8.3%	-12.0%

Source: USDA

Elmore County's agricultural profile has shifted between 2017 and 2022. Crop production contracted in several areas – for instance, corn for grain farms decreased by four operations and lost nearly 8,000 acres, while winter wheat acreage dropped by over 9,500 acres. Similarly, traditional crops such as sugarbeets, vegetables, and potatoes all saw declines in both the number of farms and land area devoted to production. In contrast, the livestock sector tells a different story. Dairy operations appear to be expanding, with milk cow farms nearly doubling from nine to 17 and their head count rising modestly. Meanwhile, although the overall number of cattle and calves farms fell, the herd size increased by over 10,000 head and cattle sales surged by more than 34,000 head – a trend that suggests a consolidation into larger, more efficient operations. This shift is underscored by market value figures for 2022, where livestock, poultry, and related products generated roughly $497.7 million of the county's total $591.7 million in agricultural sales, leaving crops with a comparatively modest share of about $94 million.

Table 6. Number of Farms and Acres by Crop and Livestock, Elmore County (2022 and 2017)

Farms by Crop Type	2022		2017		Numeric Change (2017-2022)	
	Farms	Acres	Farms	Acres	Farms	Acres
Corn for grain	15	7,377	19	15,296	-4	-7,919
Corn for silage	10	8,473	16	10,775	-6	-2,302
Wheat for grain, all	23	12,138	19	19,751	4	-7,613
Durum wheat for grain	2	(D)	(D)	(D)	---	---
Other spring wheat for grain	11	(D)	7	2,009	4	---
Winter wheat for grain	16	8,180	17	17,742	-1	-9,562
Oats for grain	2	(D)	3	(D)	-1	---
Barley for grain	5	2,350	---	---	---	---
Dry edible beans, excluding limas	8	1,073	6	3,013	2	-1,940
Forage - land used for all hay and all haylage, grass silage, and greenchop	121	39,859	154	45,846	-33	-5,987
Sugarbeets for sugar	3	1,708	11	9,252	-8	-7,544
Vegetables harvested for sale	9	5,262	17	13,160	-8	-7,898
Potatoes	9	5,262	14	13,069	-5	-7,807

Source: USDA

Livestock, poultry, and products	2022		2017		Numeric Change (2017-2022)	
	Farms	Number	Farms	Number	Farms	Number
Cattle and calves inventory*	137	180,088	167	169,986	-30	10,102
Beef cows	101	11,443	121	16,564	-20	-5,121
Milk cows	17	28,860	9	27,798	8	1,062
Cattle and calves sold	101	180,556	131	146,164	-31	34,392
Hogs and pigs inventory	6	29	8	95	-2	-66
Hogs and pigs sold	8	50	6	193	2	-143
Sheep and lambs inventory	20	455	33	535	-13	-80
Layers inventory	61	1,583	70	2,306	-9	-723
Broilers and other meat-type chickens sold	3	(D)	3	(D)	0	---

* The Cattle Inventory surveys provide basic inventory data that describe the nation's cattle herd. The reports provide estimates of the number of breeding animals for beef and milk production as well as the number of heifers being held for breeding herd replacement. Estimates of cattle and calves being raised for meat production are also included. The number of calves born during the previous year is also measured. Therefore, the number of beef and milk cows will not add up to total cattle and calves inventory.

Source: USDA

Table 7. Market Value of Agricultural Products Sold, Elmore County (2022)

	Sales ($1,000)	Rank in State	# Idaho Counties Producing Item	Rank in U.S.	# U.S. Counties Producing Item
Total	**591,747**	**6**	**44**	**139**	**3,078**
Crops	**94,044**	**15**	**44**	**884**	**3,074**
Grains, oilseeds, dry beans, dry peas	31,072	19	42	1,139	2,917
Tobacco	-	-	-	-	267
Cotton and cottonseed	-	-	-	-	647
Vegetables, melons, potatoes, sweet potatoes	24,330	14	41	142	2,831
Fruits, tree nuts, berries	54	21	36	1,692	2,711
Nursery, greenhouse, floriculture, sod	-	-	42	-	2,660
Cultivated Christmas trees, short rotation woody crops	-	-	8	-	1,274
Other crops and hay	38,588	12	44	81	3,035
Livestock, poultry, and products	**497,702**	**5**	**44**	**77**	**3,076**
Poultry and eggs	77	16	44	1,460	3,027
Cattle and calves	(D)	2	44	(D)	3,047
Milk from cows	(D)	7	30	63	1,770
Hogs and pigs	14	19	40	1,456	2,814
Sheep, goats, wool, mohair, milk	173	22	44	1,070	2,967
Horses, ponies, mules, burros, donkeys	157	26	44	122	2,907
Aquaculture	-	-	21	-	1,190
Other animals and animal products	(D)	(D)	43	(D)	2,909

Notes: (D) Withheld to avoid disclosing data for individual operations.
Source: USDA

Agricultural Workers

Many of the employment estimates available today are focused on estimating employment of nonfarm payrolls. The Farm Employment Estimates are a data set provided by the Idaho Department of Labor to help provide an employment picture for those who are interested in farm employment. The data set provides the estimate of operators, unpaid family workers and hired workers at a statewide level as well as county level.

1,663 farm workers (2022)

205 certified H2A workers (for 2024 season)

475 migrant seasonal farm workers (2024)

#23 in farm employment (of Idaho's 44 counties in 2022)

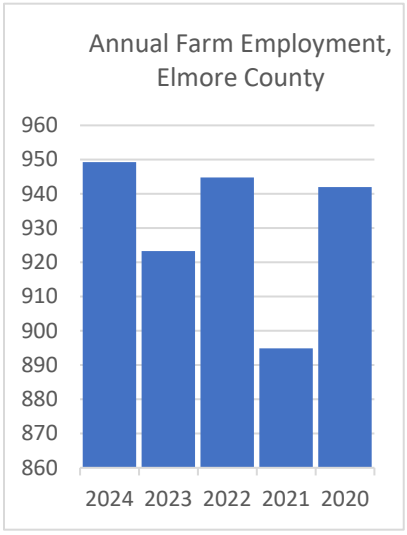
Source: Idaho Department of Labor

Due to the difficulty in estimating farm employment on a monthly basis, IDOL staff utilize data from a variety of sources that include the U.S. Department of Agriculture's Census of Agriculture, U.S. Census Bureau and the Idaho Department of Labor's Quarterly Census of Employment and Wages (QCEW) data.

Elmore is the 23rd largest farm-employing county in the state, comprising nearly 2% of the state's total farm employment. The top five counties employing farm workers re in southern Idaho and are listed below. While farm employment in these counties has consistently increased over the past five years, employment in Elmore County has held steady over the past five years, with about a 1% increase in employment since 2020. The 2021 season suffered from the economic slowdown due to the pandemic, however, farm employment in Elmore County rebounded by the following year and has remained steady.

Figure 21. Annual Paid Farm Employment by County, Southwestern Idaho Counties

REGION	2020	2021	2022	2023	2024
ADA	3,901	3,532	3,728	3,643	3,746
ADAMS	339	307	324	317	326
BOISE	332	300	317	310	319
CANYON	5,536	5,012	5,290	5,170	5,316
ELMORE	989	895	945	923	949
GEM	583	528	557	545	560
OWYHEE	1,384	1,253	1,322	1,292	1,329
PAYETTE	837	758	800	782	804
VALLEY	493	446	471	460	473
WASHINGTON	598	542	572	559	575
SOUTHWESTERN	14,992	13,573	14,326	14,002	14,396



Source: Idaho Department of Labor

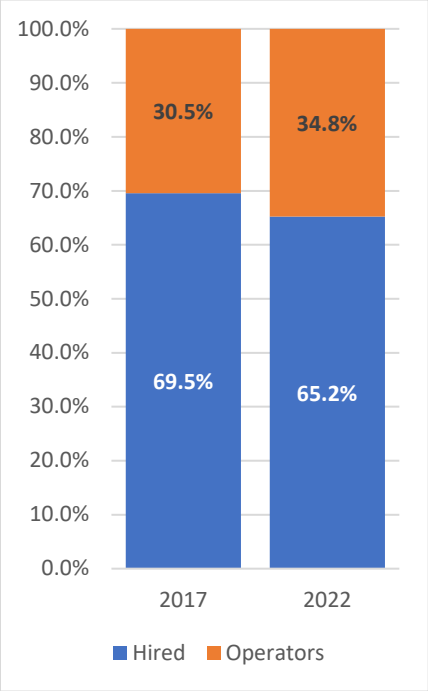
Figure 22. Top Counties by Employment, 2022

--2022 EMPLOYMENT--			
TOP 5 COUNTIES BY EMPLOYMENT			
COUNTY	AVG EMPL	12-MONTH (bar chart)	2021 TO 2022 AVG EMP CHANGE
CANYON	6,889		6.05%
JEROME	5,217		9.60%
TWIN FALLS	4,812		8.31%
CASSIA	4,084		12.97%
GOODING	3,834		14.57%

Source: Idaho Department of Labor

Of those working on farms in Elmore County, about two-thirds are hired workers, while the other third are producers and their family members. According to Agricultural Census data, the number of hired workers declined by 25% between the 2017 and 2022 Censuses, while the number of operators declined about 10%.

Figure 23. Farm Operations by Type, Elmore County (2017 vs 2022)



Source: USDA

The term producer designates a person who is involved in making decisions for the farm operation. Producers are synonymous with operators in USDA terms. Decisions may refer to topics such as planting, harvesting, livestock management, and marketing. The producer may be the owner, a member of the owner's household, a hired manager, a tenant, a renter, or a sharecropper. If a person rents land to others or has land worked on shares by others, he/she is considered the producer only of the land which is retained for his/her own operation. The census collected information on the total number of male producers, the total number of female producers, and demographic information for up to four producers per farm. There were 578 producers in Elmore County for the 2022 Ag Census. Of that, 39% are women and 34% are over the age of 65. There are a large number of new or novice farmers—35% of all producers—a similar share as statewide.

Table 8. Farm Characteristics, Elmore County

Total Producers	**578**
Sex	
Male	346
Female	221
Data not collected	11
Age	
<35	74
35 – 64	302
65 and older	191
Data not collected*	11
Race	
American Indian/Alaska Native	8
Asian	1
Black or African American	-
Native Hawaiian/Pacific Islander	-
White	555
More than one race	3
Data not collected	11
Other characteristics	
Hispanic, Latino, Spanish origin	38
With military service	81
New and beginning farmers	199

* Data is collected only for 4 producers per farm

Source: 2022 Census of Agriculture, USDA

Share of total farms:

82%
have internet access

8%
sell directly to consumers

26%
of farms hire farm labor

95%
are family farms

Migrant Seasonal Farm Workers

Summary of Migrant Seasonal Farm Workers in Elmore County

500 MSFW at peak (2024)

June peak month for MSFWs

40% of all hired workers during peak MSFW

MSFW Employment June Peak, 2024		
STATEWIDE	24870	100.0%
Canyon	2800	11.3%
Twin Falls	2367	9.5%
Ada	1973	7.9%
Jerome	1432	5.8%
Gooding	1195	4.8%
Cassia	1096	4.4%
Bingham	1095	4.4%
Minidoka	1008	4.1%
Kootenai	847	3.4%
Bonneville	811	3.3%

The NFJP provides funding to help migrant and seasonal farmworkers and their families achieve economic self-sufficiency by offering supportive services to them while they work in agriculture or by helping them to acquire new skills for jobs offering better pay.

The top 10 counties account for nearly 60% of all MSFW hires in Idaho. The number of MSFWs has increased across the state by 50% from 2020 to 2024. Elmore County ranks as the 15th largest in Idaho for migrant seasonal farm worker employment, with these workers making up roughly 40% of all hired workers during the peak season.

There are 205 H2-A workers in Elmore County. The H2-A program allows employers who meet specific regulatory requirements to bring foreign nationals to the United States to fill temporary agricultural jobs. These workers are very important to areas such as Elmore County that have a large agricultural base in order to help ag businesses achieve their business goals. Since they have a different structure of government and wage, these workers are not counted in IDOL's farm employment, Census, or MSFW programs.

Conclusion—Agriculture

Elmore County's agricultural sector is an important component of the county's economy, contributing 14% to the county's Gross Regional Product (GRP) and ranking 6th in Idaho for total agricultural sales. With 284 farms covering nearly 296,190 acres, the county is a major player in Idaho's livestock and dairy industries, ranking 2nd for cattle and calves sold and 5th for livestock and poultry products. Despite a decline in the number of farms and total acreage since 2017, Elmore County's average farm size has remained stable, and its agricultural productivity continues to outperform state averages, with farms generating an average of $2.08M in sales compared to the Idaho average of $476K.

The county's farms and ranches employed 1,663 farm workers (including operators and producers) in 2022. Total farm employment has declined by 25% between the 2017 and 2022 censuses. The number of producers declined by 10%, while the number of migrant seasonal farmworkers (MSFWs) and H2-A visa laborers employed remained stable.

Recent agricultural trends in Elmore County reflect both opportunities and challenges. The county has seen a significant increase in the market value of agricultural products sold, rising by 38% from 2017 to 2022, reaching approximately $591.7 million. This growth is largely driven by the livestock sector, which

accounts for 72% of the county's agricultural sales. However, during the same period, the number of farms decreased by 16%, and land in farms declined by 17%, indicating a trend toward consolidation and potential pressure on mid-sized farms.

The conflict between housing development and prime agricultural areas has become a pressing issue as urbanization and population growth continue to encroach upon fertile farmlands. The demand for housing, driven by expanding urban populations and changing lifestyles, often clashes with the preservation of productive agricultural lands. The tension arises from the intrinsic value of these agricultural areas for food production, environmental sustainability, and local economies, juxtaposed with the economic incentives for developers and local governments to convert these lands for housing.

These valuable agricultural lands become alluring targets for housing developers seeking to meet the growing housing demands of a burgeoning population. This phenomenon can lead to the loss of irreplaceable resources, as once these lands are developed, their agricultural productivity is often irreversibly compromised.

Local governments face the challenge of balancing economic growth through housing development with the need to sustain agricultural production and preserve the environment. The pressure to allow housing development in prime agricultural areas stems from factors such as increased property tax revenue, job creation in the construction sector, and short-term economic gains. However, these benefits must be weighed against the long-term consequences.

Efforts to find solutions involve implementing smart growth policies that encourage development in areas that are already urbanized or have lower agricultural value, while preserving prime agricultural lands for farming. This might involve zoning regulations that prioritize the protection of agricultural lands, incentives for farmers to continue their operations, and innovative urban planning strategies that accommodate housing needs without compromising food security and environmental sustainability. Ultimately, striking a balance between housing development and preserving prime agricultural areas requires a collaborative approach involving developers, policymakers, farmers, and communities to ensure the well-being of both present and future generations.

Moving forward, the county's ability to support its agricultural base while adapting to labor market shifts, land use pressures, and changing commodity demands will shape the long-term economic stability of its agricultural sector. Of particular importance will be continued partnership and communication with state and federal land authorities, such as the Bureau of Land Management, to ensure that any changes in ownership or management practices support ranchers' grazing uses. By continuing to develop and maintain policies that support effective agricultural methods and maintaining close communications with ranchers and ranching groups—particularly those that support mid-size ranchers—Elmore County officials can address emerging issues and pressures that local family farms may face. This approach will ensure the continued success and growth of its ranching and dairy industries.

Economic Development

Introduction

Known as “America’s Most Diverse Food Basket,” southern Idaho is home to some of the top dairy farms in the country. Elmore County’s assets are its military presence, agriculture, renewable energy potential, and tourism attractions.

Elmore County is strategically located approximately 40 miles from Boise, Idaho, 85 miles from Twin Falls, and 300 miles from Salt Lake City, Utah. The county is traversed by major highways such as Interstate 84, U.S. Route 20, and U.S. Route 26, making it an attractive location for businesses seeking connectivity to major metropolitan areas such as Boise, Salt Lake City, Portland, Seattle, and beyond into Canada. The area is well-positioned to reach key transportation corridors and markets.

The County has a modest—but steady—economic base largely anchored by military employment and agriculture, and supported by a family-oriented and relatively youthful population. The County benefits from a lower cost of living and the economic stability provided by key local institutions. Mountain Home Air Force Base is a major employer in the region, contributing to the local economy and community. Additionally, the Mountain Home Wind Project, located in Glenns Ferry, consists of 20 turbines capable of producing 42 megawatts of clean energy, sufficient to power over 12,000 homes.

Overview – Elmore County

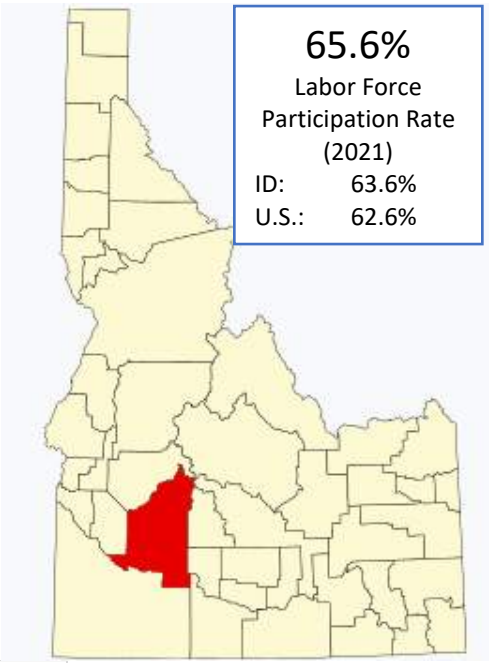
12,100
Payroll Jobs
(2023)
1.9% annual growth
(2014-2024)

734
Firms
(2023)
473 employers
261 nonemployers

12,575
Labor Force
(2023)

3.3%
Unemployment Rate
(Dec 2024)
ID: 3.3%
U.S.: 3.8%

$58,976
Median Household Income
(2023)
ID: $75,000
U.S.: $77,700

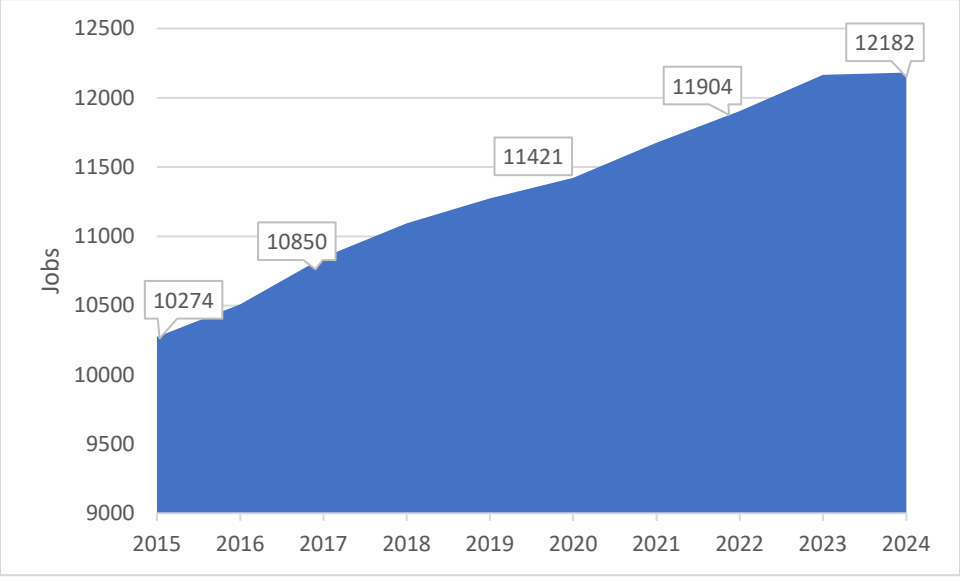


65.6%
Labor Force Participation Rate
(2021)
ID: 63.6%
U.S.: 62.6%

Elmore County is home to over 700 establishments—more than one-third of which are nonemployers (have no employees); nearly 10% of all firms are government agencies. More than half of all those employed work for the few larger firms in the county. Job growth, year-over-year, has averaged nearly 2% in the county over the past decade. Over the past five years, 2019 to 2024, Elmore County businesses added 907 people to their payrolls—growing at an annual rate of 1.5%.

The labor force participation rate undercounts farm workers – many of whom are sole proprietors or seasonal workers, both of which are undercounted in labor force estimates. When accounting for these workers and the elderly population over the age of 70, the actual participation in the labor force in Elmore County approaches two-thirds of adult residents of the county.

Figure 24. Job Trends, Elmore County (2014-2024)



Source: BLS, QCEW

Like most businesses across Idaho, majority of businesses in Elmore County are small. Of the 734 employers, 85% have fewer than 10 employees. About half of the large employers (>50) are in the government sector and half are private businesses, such as J.R. Simplot (see Figure 26 below).

Figure 25. Share of Firms by Employment Size

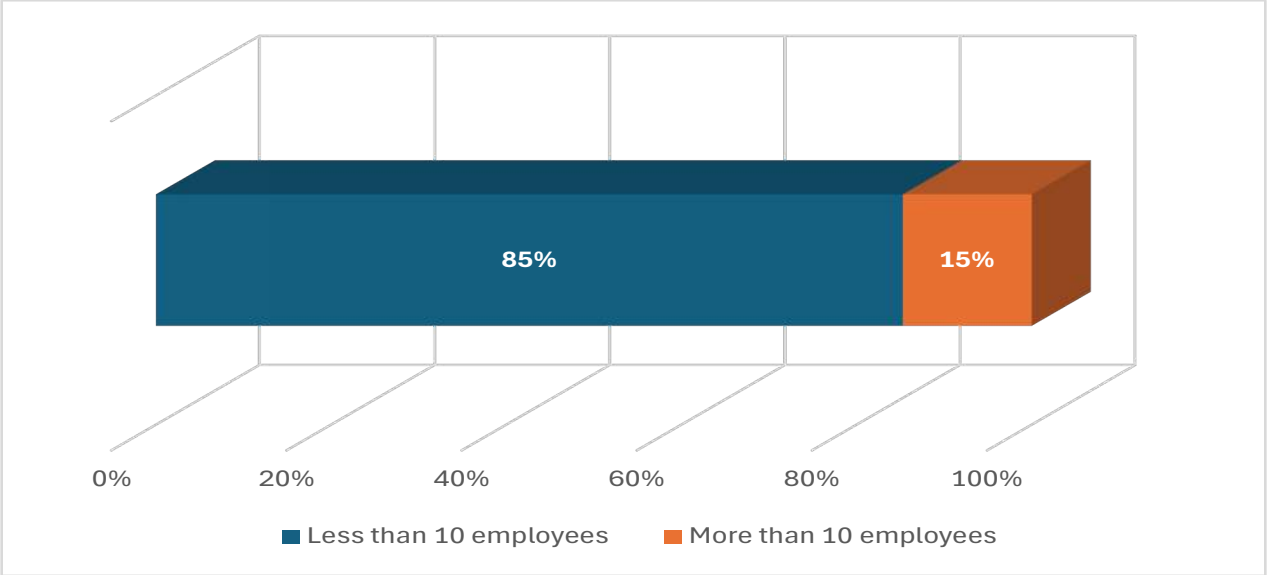


Figure 26. Largest Employers, Elmore County

Employer	Estimated Employees
Mountain Home Air Force Base (civilian)	800
Marathon Cheese Corporation	400
Mountain Home School District	350
Walmart	250
St. Luke's Health System	250
J.R. Simplot CAFO	150
Elmore County	150
PKL Services Inc	120
City of Mountain Home	100
Pioneer Federal Credit Union	80
Albertsons	70

NOTE: Only employers that have given the Department of Labor permission to release employment ranges are listed.

Source: Idaho Department of Labor-Quarterly Census of Employment & Wages (QCEW)

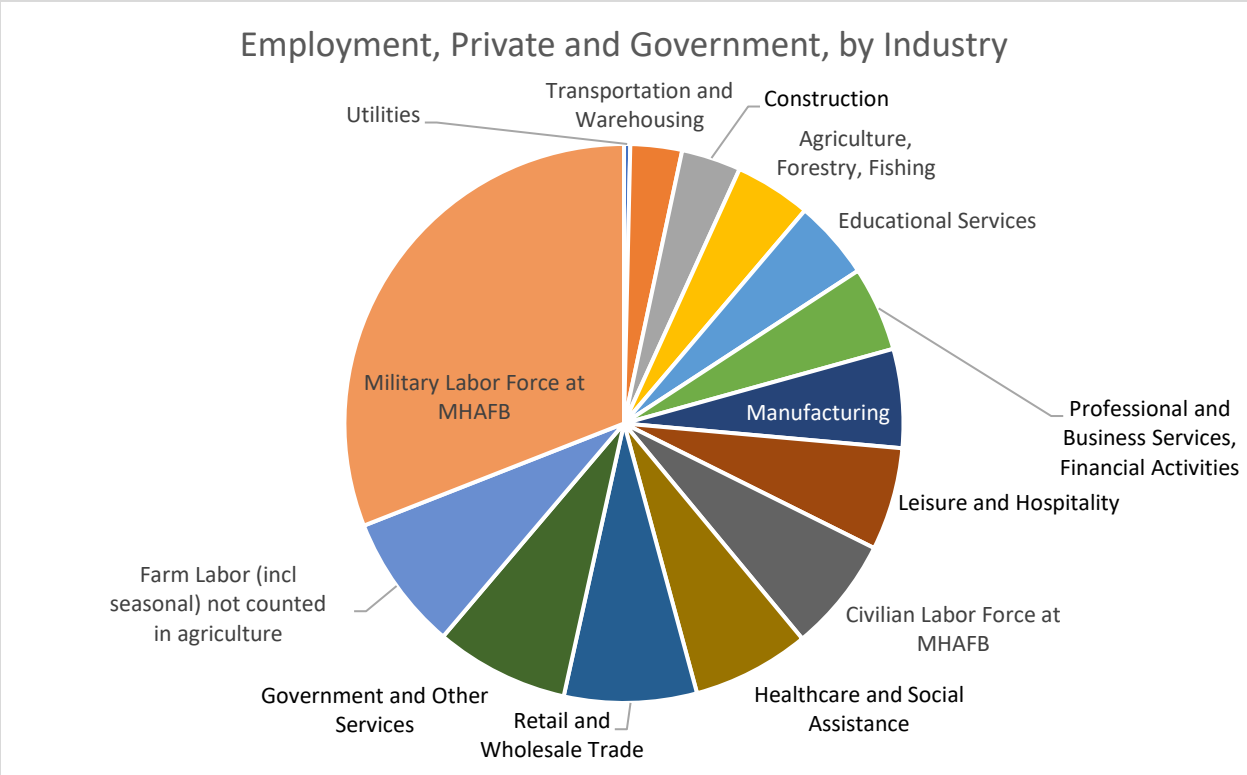
Government and agriculture are the largest employing sectors in Elmore County. Government entities (local, state, and federal) comprise 23% of total employment. The agriculture industry employed 14% in 2022. These two sectors contribute the most to the region's Gross Regional Product (GRP). The composition of largest employing sectors slightly differs than other regions across the state and nation. Typically, health care is higher in its position and construction usually plays a larger part in economies. This illustrates the large roles the agriculture sector and the air force base play in Elmore County's economy. Additional farm employment is captured in the agricultural section and addresses those employed in the sector seasonally.

The topographic, geographic location, and seasonal variations make the region prime for all things food: agriculture, agri-business, food processing, and related support services like warehousing and transportation. Southern Idaho is designated a key U.S. Manufacturing Community for food.

Other key sectors in the region include tourism and recreational activities and renewable energy.

Marathon Cheese Corporation's Mountain Home facility has evolved into a hub of cheese packaging innovation. Now spanning over 210,000 square feet, the plant boasts advanced automation that streamlines the processing of natural cheeses into a variety of products—from shredded and sliced formats to ready-to-eat cheese snacks. Recent facility upgrades have expanded production capacity and reinforced quality control and sustainability practices. As a cornerstone of the local economy, the plant continues to grow its workforce and invest in technology, ensuring that Marathon Cheese remains at the forefront of the dairy packaging.

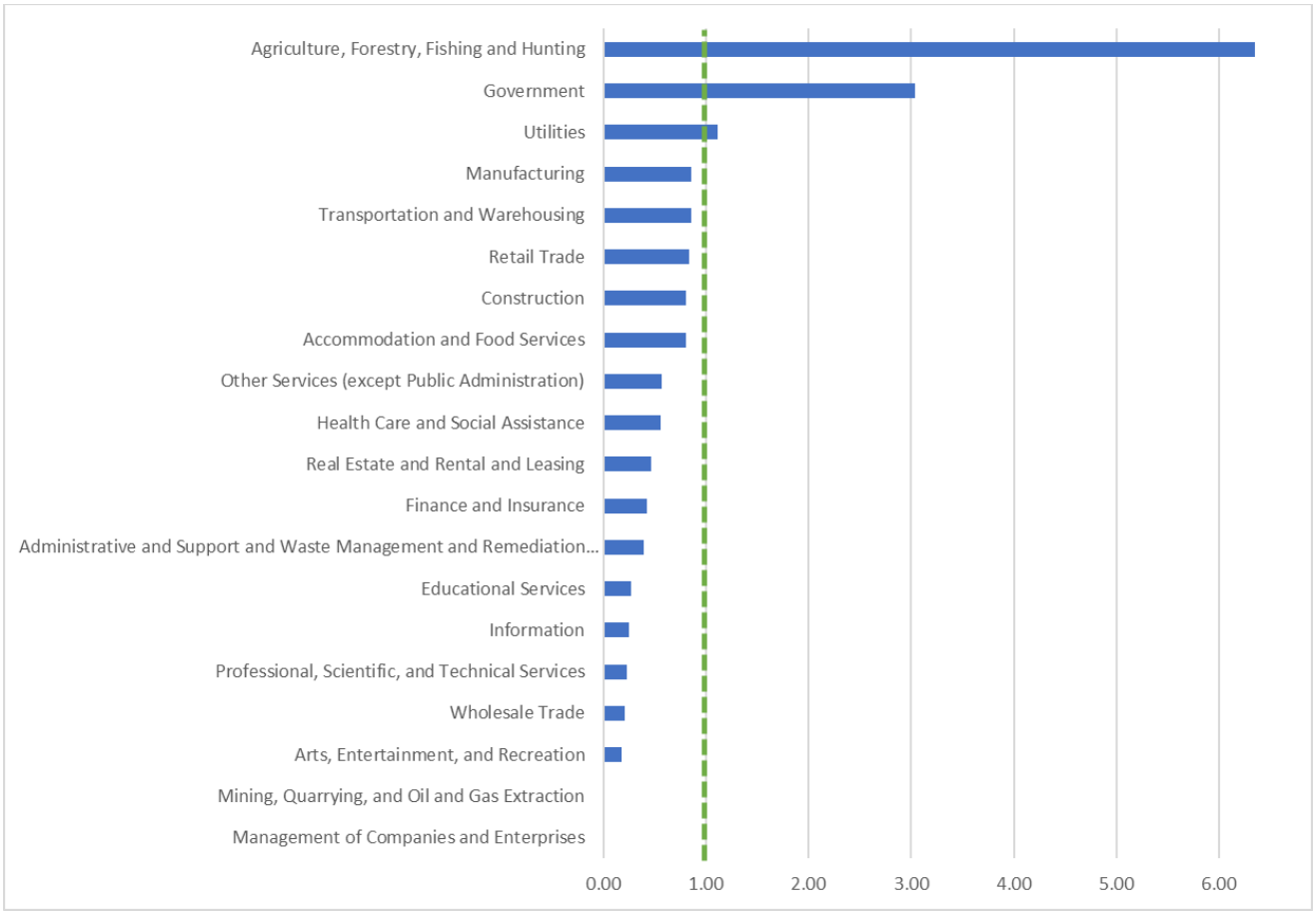
Figure 27. Employment by Industry, Elmore County (2024)



Source: BLS, QCEW

A location quotient, or LQ, explains how concentrated an industry is to Elmore County. It identifies the industries that employ more workers in the region than the national average for that same industry. Anything above 1.0 indicates a higher concentration than the national average.

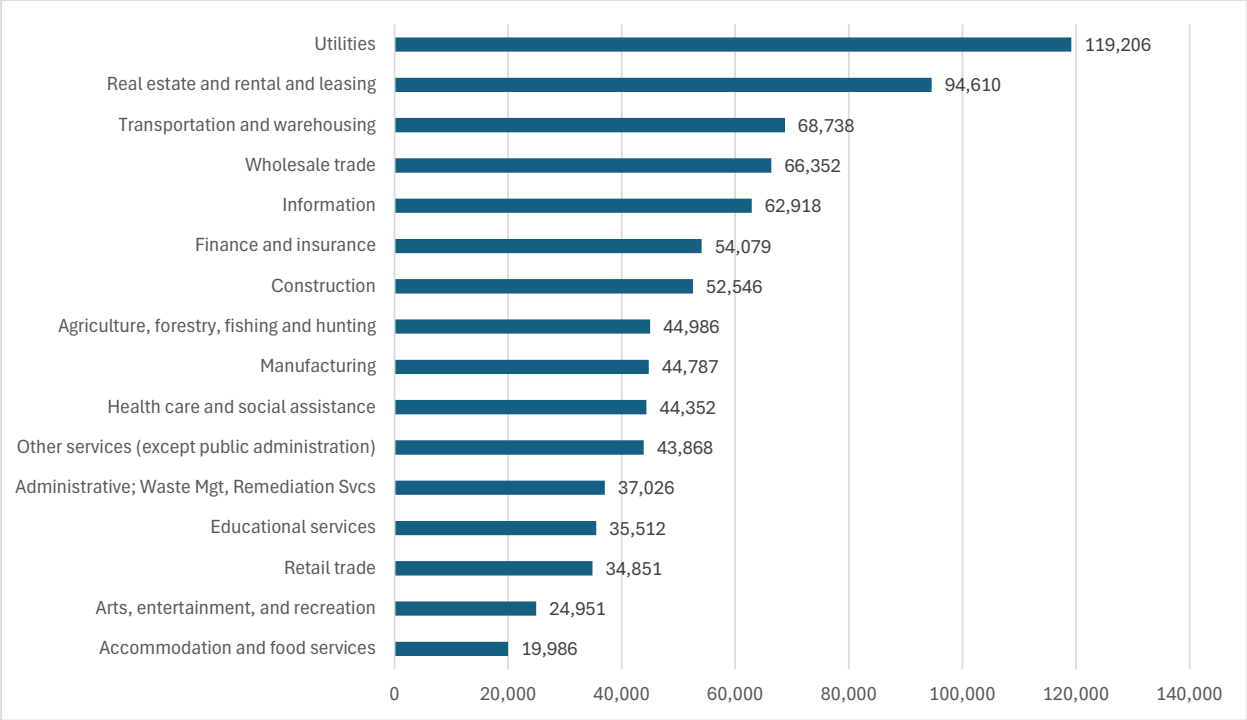
Figure 28. Industry Concentration (or Location Quotient—LQ), Elmore County



Source: Lightcast

The average job in the County pays $43,410 (covered wages), with utilities offsetting the curve, averaging $119k.

Figure 29. Average Earnings per Job, Elmore County (2023)

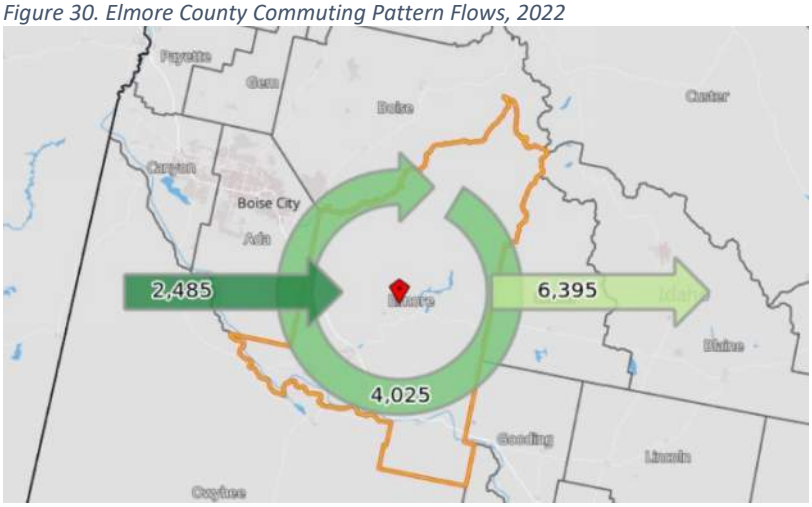


Source: BLS, QCEW

Commuting data allow economic development professionals to understand how many and which skills are leaving the area for work or vice versa. These data show the opportunities in the untapped segments of the labor pool.

According to Census Longitudinal Employer-Household Dynamics (LEHD) on the Map program, more than 60%, or nearly 6,400, of Elmore County residents commute outside the area for work. Despite this, there is a cross-haul of workforce as many are coming into Elmore County to work as well—2,485. Nearly one-fourth of the jobs available in Elmore County are being filled by people who live outside the County.

Figure 30. Elmore County Commuting Pattern Flows, 2022



Source: Census LEHD on the Map, 2022

Table 9 below illustrates how many residents drive within a certain distance of Elmore County. About one-third commute less than 10 miles to work while less than 10% drive 10 to 24 miles. The 6,400 people leaving the County each day for work provides an opportunity to tap into a large segment of the labor pool.

Around 60% of residents (in the labor force) in the County commute for work beyond its borders. This phenomenon is commonly observed in rural regions, where individuals often seek employment at considerable distances. Notably, this percentage is comparable to neighboring rural counties, while the urbanized areas such as Ada County have far fewer (as a percent) of residents commuting outside of the county (see Table 11).

Table 9. Distance Residents Drive to Work, 2022

	Count	Share
Total All Jobs	10,420	100.0%
Less than 10 miles	3,344	32.1%
10 to 24 miles	668	6.4%
25 to 50 miles	3,578	34.3%
Greater than 50 miles	2,830	27.2%

Source: Census LEHD on the Map, 2022

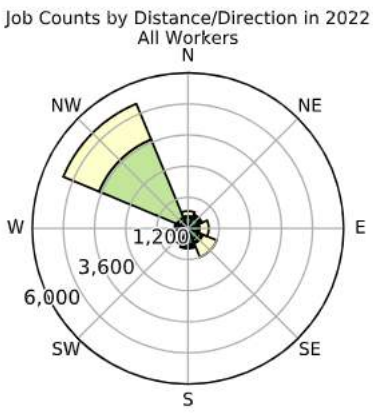


Table 10. Where Elmore County residents work, 2022

City	Count	Share
Mountain Home	2,707	26.0%
Boise	2,385	22.9%
Meridian	630	6.0%
Nampa	495	4.8%
Glenns Ferry	316	3.0%
Twin Falls	315	3.0%
Caldwell	255	2.4%
Garden City	124	1.2%

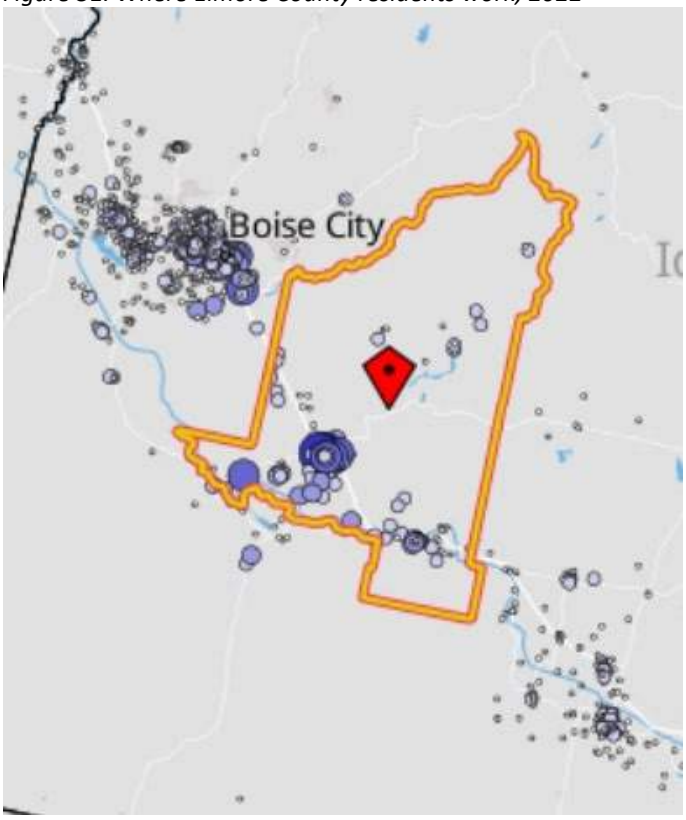
City	Count	Share
Mountain Home AFB	123	1.2%
Eagle	119	1.1%
All other locations	2,951	28.3%

Source: Census LEHD on the Map, 2022

Table 11. Commuting Comparison by Surrounding Counties

County	Residents Commuting Outside Own County
Owyhee	75.9%
Camas	72.8%
Elmore	***61.4%***
Gooding	56.2%
Twin Falls	35.1%
Boise	26.7%
Ada	19.4%

Figure 31. Where Elmore County residents work, 2022



Source: Census LEHD on the Map, 2022

Economic Development Initiatives

Economic development efforts in Elmore County and around the region are led by the following economic development organizations and initiatives. Each of these organizations and initiatives works either directly within Elmore County or provides statewide resources that have a direct impact on the local economy. Together, they form an interconnected network aimed at ensuring sustainable growth, improving infrastructure, and enhancing the overall quality of life for residents in Elmore County, Idaho.

KEY INDUSTRIES

"The region is fueled by thriving agribusiness, food science, transportation, logistics and green energy sectors."

Agribusiness – Agriculture & Food Processing

Dairy Processing

Military – Mountain Home Air Force Base

Thirty-three of Idaho's 44 counties receive economic development services through Idaho Department of Commerce Regional Councils. Elmore County and Southwest Idaho do not have a council. Nonetheless, Elmore County and its communities are eligible for services from Idaho Commerce, such as the Idaho Gem Grant Program which helps communities with small capital projects and planning for larger ones and the Rural Idaho Economic Development Professionals Grant Program which helps county and regional rural economic development organizations employ paid economic development staff.

Elmore County Rural Development Organization

Elmore County Rural Development Organization is dedicated to promoting economic prosperity across Elmore County, particularly reaching more rural communities. Their mission is to support business and workforce development. They provide assistance with starting a business, locating properties, obtaining permits, and accessing funding opportunities. The organization partners with state and local agencies to help entrepreneurs explore financing options, obtain permits and acquire a workforce. The organization is funded by the State of Idaho, Elmore County and the City of Glenns Ferry.

City of Mountain Home Economic Development Division

The City of Mountain Home, the county seat of Elmore County, operates an Economic Development Division focused on attracting new businesses, supporting the expansion of existing ones, and creating quality job opportunities. The division serves as the central point of contact for local business resources—offering incentives, facilitating site location searches, and hosting workshops and networking events. Their goal is to enhance the local economy while preserving the unique character and community spirit of Mountain Home.

City of Glenns Ferry Economic Development

Glenns Ferry's economic development efforts are administered locally through initiatives led by the Elmore County Rural Development Organization (based in Glenn's Ferry). The city provides support through a range of services including business outreach, guidance on incentive programs (such as tax rebate initiatives), and assistance with navigating state and local regulations. These efforts aim to revitalize downtown areas and stimulate job creation while maintaining Glenns Ferry's historic charm.

Idaho Department of Labor

The Idaho Department of Labor supports economic development in Elmore County by offering workforce training, job placement services, and labor market research. Their initiatives ensure that local businesses have access to a skilled labor pool and that residents are prepared for emerging job opportunities. This focus on workforce development is essential for attracting and retaining businesses in the county.

Elmore County Farm Service Agency Office

This office offers USDA services in Elmore County—particularly those related to farm loans, technical assistance, and conservation programs. Located in Mountain Home, this office is the local point of contact for farmers and ag-related businesses for services from the Farm Service Agency, Natural Resources Conservation Service, and the Rural Development agencies.

Educational Institutions and Extension Services

Several educational institutions contribute directly to economic development in Elmore County. For example, courses offered at Mountain Home Air Force Base by Boise State University, Webster University, Park University, and Embry Riddle University help develop a skilled local workforce. Additionally, the University of Idaho Extension offers specialized programs in agriculture, business, and community planning that address local needs—supporting both small business growth and innovative agricultural practices in the county. The office serves the community's agricultural, 4-H, and family & consumer sciences needs. The Elmore County Extension Office is located in Mountain Home and provides research-based information, educational programs, and technical assistance tailored to local agricultural and community development challenges.

Mountain Home Municipal Airport

Idaho airports, including the Mountain Home Municipal Airport, not only support on-airport businesses and promote access to domestic and intrastate destinations, but also promote public health and safety and support the state's economy in a variety of ways. For instance, the wildland firefighting activities supported by Idaho airports help to protect people and property during wildfire events, and medical transportation flights mean that those living in rural communities have adequate access to emergency and non-emergency health care.

Mountain Home Municipal Airport is more than just an airfield—it's a critical economic asset for the region. By providing essential connectivity for business travel and freight movement, the airport bolsters local job creation and supports broader economic activity in Mountain Home and the surrounding communities. Its role in linking Elmore County to larger markets makes it a vital component of regional economic development.

These ancillary benefits have a cascading effect, enriching the overall aviation system and promoting a diverse and resilient economy. While quantifiable economic impacts are pivotal, it is crucial to recognize the value of these supplementary advantages. In alignment with the Idaho Airport System Plan Update 2020, the Mountain Home Airport significantly influences the regional economy, making a substantial annual contribution of $10 million.

Renewable Energy

Mountain Home Wind Project is located in Glenns Ferry, Idaho. Mountain Home went into commercial operation in January 2009, and its 20 turbines can produce 42 megawatts (MW), enough clean energy to power more than 12,000 homes. Idaho Power purchases energy from the project under a long-term power purchase agreement.

In addition, there are a variety of projects in proposal or feasibility-study stages that are part of broader regional energy initiatives in south-central Idaho. Projects under evaluation include solar, geothermal, biomass, and more wind farms.

Conclusion

The county's business landscape predominantly comprises small-scale operations, with 94% of employers having fewer than 20 workers. The government and agriculture sectors are the largest employers. Commuting patterns reveal that around 60% of Elmore County residents seek employment outside the county, emphasizing the untapped potential of the local labor pool.

Elmore County's economy is anchored by Mountain Home Air Force Base (MHAFB), the county's largest employer and a vital source of stability. The base not only provides thousands of jobs but also supports local businesses and infrastructure. However, this reliance on federal defense funding makes the region vulnerable to policy shifts and budgetary changes. Strong community partnerships, such as the Mountain Home Chamber of Commerce's Military Affairs Committee, have played a crucial role in maintaining the base's operations and economic impact.

Beyond the military, agriculture remains a foundational industry, with the county contributing significantly to Idaho's potato, wheat, barley, and dairy production. As agricultural markets evolve, there are opportunities to transition to higher-value crops and explore innovations in agribusiness. Renewable energy is another growing sector, with the Mountain Home Wind Project already in place and potential for further investment in wind and solar development.

Tourism also presents an avenue for economic diversification. Attractions such as Bruneau Dunes State Park, Three Island Crossing, and the Sawtooth Wilderness bring visitors to the region, supporting local businesses. With targeted marketing and infrastructure improvements, the county could expand its outdoor recreation economy.

Workforce development remains a key priority. While a majority of adults hold a high school diploma, the percentage with a bachelor's degree or higher is lower than state and national averages. Expanding access to higher education and vocational training—through institutions like the College of Western Idaho and the College of Southern Idaho—will be critical in preparing the county's young workforce for future opportunities.

Efforts by the Elmore County Rural Development Organization and local policymakers have strengthened economic resilience by supporting small business growth and attracting new industries. Continued investment in infrastructure, workforce training, and economic development initiatives will be essential in ensuring long-term prosperity. With its strong military presence, agricultural base, renewable energy potential, and natural attractions, Elmore County is well-positioned for sustainable economic growth.

Appendix D – Existing Conditions Report

ELMORE COUNTY
COMPREHENSIVE PLAN

Elmore County
Existing Conditions Report

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ELMORE COUNTY
COMPREHENSIVE PLAN

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Land Use

Land Use Designations

Air Base Hazard Zone (ABHZ)
Minimum Lot Size 320
Air Base Commercial Zone (ACZ)
Minimum Lot Size 5
General Agriculture/Grazing/Forest (Ag)
Minimum Lot Size 40 acres
Neighborhood Commercial (C1)
Minimum Lot Size (Multifamily 5 acres Mixed Use 10 acres)
Highway/Interstate Commercial (C2)
Minimum Lot Size (Multifamily 10 acres Mixed Use 15 acres)
Light Industrial/Manufacturing (M1)
Minimum Lot Size N/A
Heavy Industrial/Manufacturing (M2)
Minimum Lot Size 0
Public Airport Hazard Zone (PAZ)
Minimum Lot Size 0
Recreation (Rec)
Minimum Lot Size 10 acres
Rural Residential (RR/MU)
Minimum Lot Size 5 acres

Future land Use Designations

Air Base Hazard Zone (ABHZ)
Air Base Commercial Zone (ACZ)
General Agriculture/Grazing/Forest (Ag)
Neighborhood Commercial (C1)
Highway/Interstate Commercial (C2)
Light Industrial/Manufacturing (M1)
Heavy Industrial/Manufacturing (M2)
Public Airport Hazard Zone (PAZ)
Recreation (Rec)
Rural Residential (RR/MU)

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Natural Resources

Topography

Topography in Elmore County ranges from low-elevation plains to high, steep mountainous terrain. A third of the southern portion of the County is comprised of the Snake River Plains where elevations range from 2,300 to 3,500 feet. The northern two-thirds of the County ranges from rolling foothills to the high, steep mountains of the upper Boise drainage. Along the northern border of Elmore County elevations rise to over 10,000 feet.

The Prairie and Little Camas Prairie plateaus are both located within mountainous areas of Elmore County. High glacier mountains in the northern half of the County, especially in the area north of Atlanta, are dotted with glacial lakes. Topography in this area is steep, rocky, and rugged, much of the area is covered with granitic rock and alpine vegetation. *Source: Elmore Comprehensive Plan 2014*.

Hillside Areas

In Elmore County there are approximately 213,647 acres under private ownership with slopes that exceed 15%. Most of the privately owned areas with slopes exceeding 15% are in northern Elmore County.

Elmore County requires a Hillside Development Application for any development or grading in areas exceeding slopes of 15% and for areas between the South Fork of the Boise River and the boundary of the South Fork of the Boise River floodway.

Elmore County's Hillside Development Application requires submission of a preliminary grading plan, a slope stabilization and revegetation plan, an engineering hydrology report, a soils engineering report, and a visual impact report.

Land Ownership

There are two U.S. National Forest systems in the County, the Boise National Forest and the Sawtooth National Forest. Three Island State Park is located at the historical Three Island Crossing Ford in Glenns Ferry. Listed below are Land ownership percentages and acreage by agency and entity:

Bureau of Land Management: 589,827 29.8%
Bureau of Reclamation: 42 < 0.1%
City: 328 < 0.1%
County: 2 < 0.1%
Department of Defense: 8,522 0.4%
Idaho Fish and Game: 5,844 0.3%
Private Ownership: 493,433 24.9%
Sawtooth National Recreation Area: 61,7803.1%
State of Idaho: 115,426 5.8%
US Forest Service: 704,485 35.6%
Total 1,979,689 100.0
Source: 2020 Elmore County Hazard Mitigation Plan

Soils

Farmland of Statewide Importance irrigated and either protected from flooding or not frequently flooded during the growing season or if irrigated and reclaimed of excess salts and sodium = **150,283.5 Acres.** Of this total, 78,162.1 Acres are public land and 72,121.3 Acres are private land.

Prime Farmland if irrigated or irrigated and drained or irrigated and either protected from flooding or not frequently flooded during the growing season/ if irrigated and reclaimed of excess salts and sodium = **228,642.3 Acres.** Of this total 120,714.6 Acres are public land and 107,927.7 Acres are private land.

Northern Elmore County		
Soil Types (Taxonomic Particle Size)	**Acres**	%
NO DATA (federal mountain land not counted)	519808.65	54.7%
Coarse-loamy	208946.37	22.0%
Loamy-skeletal	108951.63	11.5%
Fine-loamy	68113.17	7.2%
Sandy-skeletal	35859.80	3.8%
Not used	8798.67	0.9%
Fine	37.10	0.0%
Total	**950,515.43**	

Southern Elmore County		
Soil Types (Taxonomic Particle Size)	**Acres**	**%**
Coarse-loamy	159181.38	15.5%
Fine-loamy	149771.91	14.5%
Loamy	138150.05	13.4%
Fine	127532.15	12.4%
Coarse-silty	114536.32	11.1%
Loamy-skeletal	90075.043	8.7%
Fine-silty	84318.60	8.2%
Not used	64801.00	6.3%
Clayey	28666.69	2.8%
NO DATA	26105.83	2.5%
Clayey-skeletal	19388.37	1.9%
Sandy	17015.83	1.7%
Coarse-loamy over sandy or sandy-skeletal	9087.20	0.9%
Sandy-skeletal	1049.53	0.1%
Fine-loamy over sandy or sandy-skeletal	281.24	0.0%
Total	**1,029,961.19**	

Source: USDA

Water Resources / Hydrology

One of the more important watersheds in the State of Idaho lies in Elmore County, furnishing irrigation water to the Boise Valley. There are three major reservoirs, and associated dams, on the Boise River that are located either entirely or partially within the County. They are Anderson Ranch, containing 432,178 acre-feet; Arrowrock, 286,600 acre-feet; and Lucky Peak, 278,276 acre-feet; with a total capacity of 998,154 acre-feet of water. The water is stored for irrigation, power generation, and flood control as well as for recreational use.

Reservoirs belonging to the Mountain Home Irrigation District supply water to about 4,400 acres and provide fishing areas in the County. These reservoirs are Little Camas Reservoir, 24,000 acre-feet; Tom Reservoir, 3,700 acre-feet; and Mountain Home Reservoir, 5,400 acre-feet. Private reservoirs that have been built for irrigation purposes include the Blair/Trail Diversion Dam and Reservoir, the Morrow Reservoir, three reservoirs on Hot Creek, two reservoirs on Bennett Creek, and Walker Reservoir.

The Snake River provides over half of the water for irrigation in the County and is a source of power generated at Bliss Dam and C.J. Strike Dam. It provides boating, fishing, and hunting as well as being a scenic attraction. The middle portion of the Snake River is a working river, and it is the prime source of water for irrigated agriculture in the County.

In Elmore County, recharge of ground water systems is dependent on water from the Boise River Basin, runoff from adjacent mountains, and precipitation. In the 1994 Elmore County Comprehensive Plan, the area near the I-84 Fairfield interchange was designated as a groundwater

recharge protection area. Development restrictions are still in place to protect groundwater quality and quantity. *Source: 2020 Elmore County Hazard Mitigation Plan*

Groundwater Conditions

Groundwater is found in a regional aquifer in basalt and sediments of the Bruneau Formation and in sediments of the Glenns Ferry Formation. Groundwater is also found locally in perched aquifers near Mountain Home and approximately 10 miles northwest of Mountain Home near Tipanuk. The perched aquifers are not a significant source of supply. Groundwater levels within the regional aquifer show declines in areas of concentrated pumping. The areas of significant decline are east of Cinder Cone Butte, within and south of the City of Mountain Home, Mountain Home Air Force Base (MHAFB), and groundwater irrigated lands to the east and west of MHAFB.

- Cumulative water-level declines since the 1960s near Cinder Cone Butte exceed 100 feet and may be approaching 200 feet in some locations. Water levels are currently declining at a rate of approximately 5 feet per year in some wells.

- Cumulative water-level decline on the south side of Mountain Home appears to be approximately 80 feet. Water levels are declining at a rate of approximately 3 feet per year. Water levels do not show declines in zones above the regional aquifer, or within the regional aquifer on the northeast side of the city.

- Cumulative water-level declines at MHAFB are approximately 60 feet, with current declines of approximately 1.5 feet per year.

- Declines of nearly 100 feet have been recorded beneath groundwater irrigated lands west of MHAFB. Declines appear to have stabilized in this area, potentially due to changes in pumping patterns.

- East of MHAFB, the cumulative decline is approximately 80 feet, and the current rate of decline is approximately 2 feet per year

- MHAFB is installing a pump and water line from Strike Dam/Snake River to MHAFB to help with water issues. Water lines have been installed and the pump house is under construction.

Source: 2017 Elmore County Water Supply Alternatives Study Prepared by SPF Water Engineering

Floodplain and Floodway

In Elmore County approximately 49,826 acres are in areas that are designated by FEMA as either floodplain or floodway. The total acreage in the floodplain and floodway is 49,826.1 acres. Of the total acreage, approximately 20,855 acres are held in private ownership and approximately 28,970.8 acres are publicly owned.

Fish and Wildlife – Elmore County is home to a diverse array of fish and wildlife species. Elmore County streams provide habitat for native trout and char, including populations that are listed as threatened under the federal Endangered Species Act. Forestlands and interface areas are important habitat for many species of birds and mammals.

Vegetation – Vegetation in Elmore County is a mix of forestland, riparian, rangeland, and agricultural ecosystems. An evaluation of satellite imagery of the region provides some insight to the composition of the vegetation of the area. Most of the County (48%) is characterized by grass and herbaceous vegetation cover-types with shrub dominated species mixes covering an additional 29% of the total land area. Only about 17% of Elmore County is timbered; timber cover types are primarily found in the northern portion of the County.

Climate

There is a wide range of climate in Elmore County due to the variances in altitude--2,300 feet in the south along the Snake River to nearly 10,000 feet to the north in the Sawtooth Mountains. Precipitation along the Snake River is less than eight inches per year. Temperatures climb to over 100 degrees (F) in the summer. The other extreme of climate is in the northern mountains where precipitation reaches more than 50 inches per year and temperatures can drop to lower than minus 50 degrees (F).

The highest temperature on record in Atlanta was 101 degrees (F). The lowest temperature was minus 19 degrees (F). Typically, Atlanta has only 6 days a year with temperatures above 90 degrees (F) and 232 days a year with temperatures below 32 degrees (F). Mountain Home temperature extremes have varied between 111 degrees (F) to minus 36 degrees (F). The town has temperatures above 90 degrees (F) on the average 55 days annually. For 146 days each year, the temperature falls to 32 degrees (F) or below.

Wind speeds average 6 miles per hour or less 39% of the time, and 7 to 15 miles per hour 41% of the time. Damaging winds are rare. Wind directions are quite variable. The winds predominantly blow from the northwest but occasionally blow from the east to east-southeast. Strong winds are generally from the west to northwest. February, March, and April are the windiest months with wind speeds of 22 mph or greater occurring 4% of the time. Thunderstorms accompanied by strong winds occur most frequently in June and July. Tornadoes are very rare in Elmore County with only three on record since 1950 (F1 in 1961; F1 in 1988; EF0 in 2013)
Source: 2020 Elmore County Hazard Mitigation Plan

Hazardous Areas

Elmore County Landfills

The Conditional Use Permit for the Simco Road Regional Landfill was revoked, and the Simco Regional Landfill closed on November 6, 2023. Elmore County residents are currently required to use alternate landfills and/ or transfer stations in Elmore County.

The following facilities currently serve Elmore County Residents:

Bennet Road Landfill

Bennet Road, E of Mountain Home Approximately 11 miles, Mountain Home, ID 83647.

Bennett Road Transfer Station

Located at Old Oregon Trail Road, off Exit 99 on Interstate 84
Address: 6100 SE County Landfill Road

Glenns Ferry Landfill

Located at Interstate 84 & Hwy 30, Glenns Ferry, ID
Household Trash Only – No Commercial or Construction Waste

Pine Transfer Station

Located on North Pine-Featherville Road, Pine, ID

Simco Environmental

Located off Simco Road this property has holding ponds for evaporation of car wash water, restaurant liquid, grease traps, and etc.

Elmore County Multi-Hazard Mitigation Plan

In 2020 The Elmore County Multi-Hazard Mitigation Plan was updated, Community Wildfire Protection Plan update was completed in 2021. The Elmore County Multi-Hazard Mitigation Plan includes an analysis, and mitigation plans for the following issues:

- Flood
- Earthquake
- Landslide
- Severe Weather
- Wildland Fire

Private Property Rights

Elmore County respects the private property rights of its citizens and will continue to review policies and land use applications to ensure compliance with state regulatory taking guidelines.

The United States Constitution guarantees that private property shall not be taken without just compensation. The Idaho Legislature code section 67-6508, states that a comprehensive plan should have a section on property rights, with - an analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.

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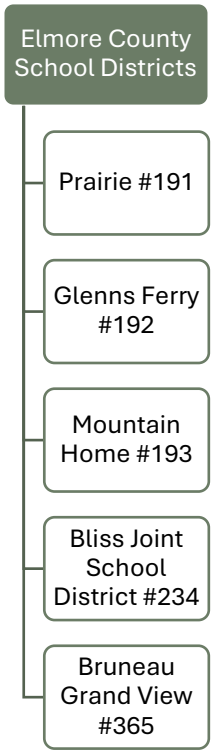
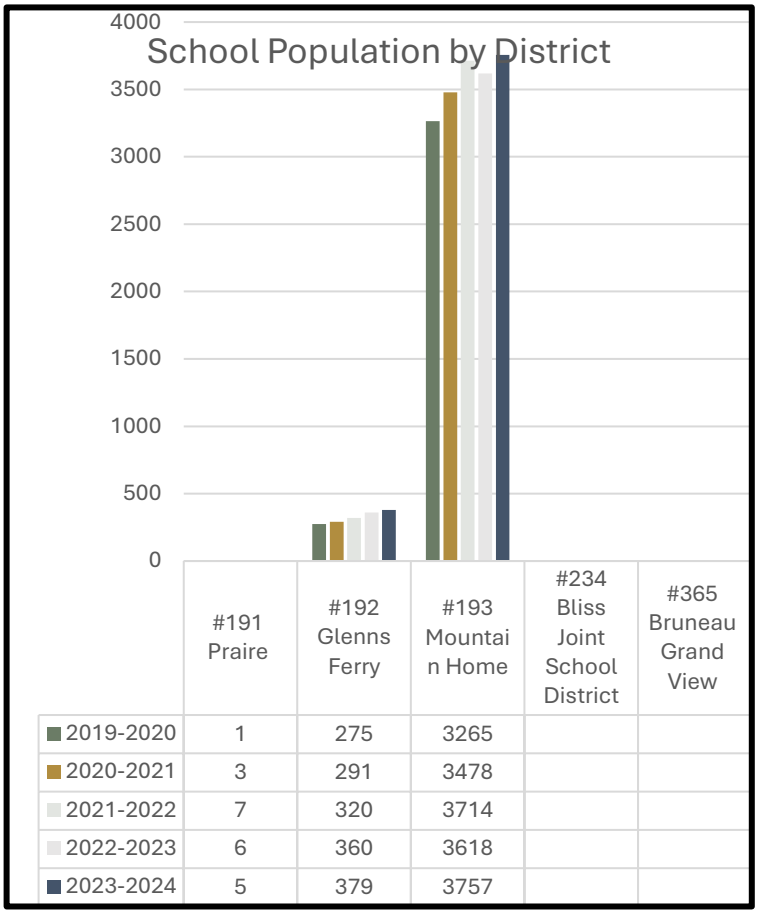
School Facilities and Transportation

Public Schools

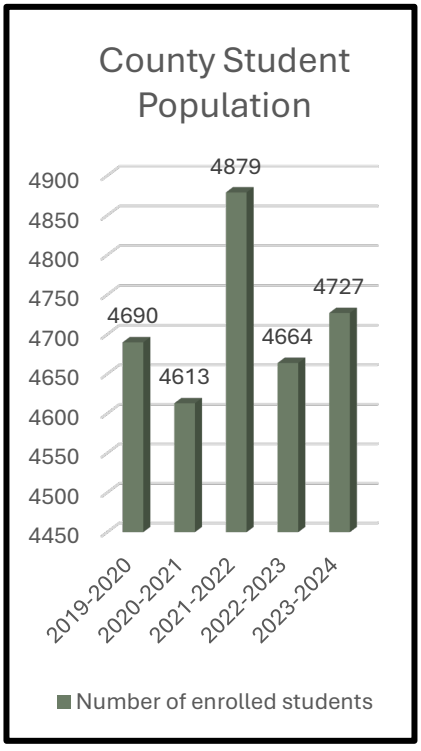
Within Elmore County, there are 5 Public School Districts, serving approximately 4,727 students. Prairie #191, Glenns Ferry #192, and Mountain Home #193, operate entirely in the County. Some Elmore County students attend Bliss Joint School District #234, and Bruneau-Grand View #365, which have boundaries in and out of Elmore County.
There are approximately 4,727 students (2023-2024) enrolled in school in Elmore County. Most of the student population is enrolled in the Mountain Home School District, followed by Glenns Ferry.

Sources: Search for Public Schools - Search Results, Elmore County, Idaho - Census Bureau Search - Tables





	#191 Praire	#192 Glenns Ferry	#193 Mountain Home	#234 Bliss Joint School District	#365 Bruneau Grand View
2019-2020	1	275	3265		
2020-2021	3	291	3478		
2021-2022	7	320	3714		
2022-2023	6	360	3618		
2023-2024	5	379	3757		



Higher Education

Elmore County is served by two junior colleges, College of Western Idaho (CWI) and College of Southern Idaho (CSI). In addition to the junior colleges, Boise State University, Idaho State University, and the University of Idaho all have daytime and evening programs in Boise that are available to Elmore County residents. Boise State University, Webster University, Park University, and Embry Riddle University courses are also available on the Mountain Home Air Force Base during daytime and evening hours. Based on general community growth and increasing school enrollment in the County new or enhanced school programs may be necessary to accommodate increasing enrollment while maintaining the current quality of life standards in the County. The population of college attendees has steadily increased over time as shown in the table below.

School Name	District	City
Stephensen Elementary School	Mountain Home District 200 Gunfighter Avenue	Mountain Home AFB
Bennett Mountain High School	Mountain Home District 560 East Jackson	Mountain Home
East Elementary School	Mountain Home District 775 North 10th East Street	Mountain Home
West Elementary School	Mountain Home District 415 W 2nd N, Mountain Home, ID 83647	Mountain Home
Hacker Middle School	Mountain Home District 550 East Jackson Street	Mountain Home
North Elementary School	Mountain Home District 290 East 12th North Street	Mountain Home
Mountain Home Junior High School	Mountain Home District 1600 East 6th South Street	Mountain Home
Mountain Home Sr High School	Mountain Home District 300 South 11th East Street	Mountain Home
Pine Elementary-Jr High School	Mountain Home District 160 South Lester Creek Pine, ID 83647	Pine
Glenns Ferry Elementary School	Glenns Ferry Joint District 639 North Bannock Street	Glenns Ferry
Glenns Ferry High School	Glenns Ferry Joint District 639 North Bannock Street	Glenns Ferry
Glenns Ferry Middle School	Glenns Ferry Joint District 639 North Bannock Street	Glenns Ferry
Prairie Elem/Jr High School	Prairie Elementary District 73 Smith Creek Road	Prairie
School Name	**Online Schools District**	**City**
Richard Mckenna Charter School - Montessori	Idaho Virtual High School Inc. 1305 East 8th North	Mountain Home
Richard Mckenna Charter School - Online	Idaho Virtual High School Inc. 675 South Haskett Street	Mountain Home
Richard Mckenna Charter School - Online Alternative	Idaho Virtual High School Inc. 675 South Haskett Street	Mountain Home
Richard Mckenna Charter School - Onsite	Idaho Virtual High School Inc. 675 South Haskett Street	Mountain Home

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Elmore County Public Services

Emergency Services

Medical
There are small clinics located throughout Elmore County; St. Luke's Elmore Medical Center in Mountain Home is the only hospital in the area. The Elmore County Ambulance District office is in Mountain Home.

Fire
The lack of coverage by fire districts is a pressing concern in rural areas of Elmore County. While approximately 414,124 acres of property in Elmore County are covered by fire districts, there are currently approximately 339,001 acres in Elmore County which are held under private ownership and not covered by a fire district. The other 129,341.8 acres are privately owned and located in fire districts.

All development located within Wildland-Urban Fire Interface (WUFI) areas is required to comply with standards outlined in Title 8, Chapter 8 of Elmore County's Zoning Code including standards for roofing materials, defensible space, access, and landscaping and vegetation.

Acreage in individual fire districts
- Atlanta = 4,847.8 Acres
- Grand View (part of it extends into Owyhee Co) = 68,880.7 Acres
- King Hill = 216,678.7 Acres
- Mountain Home = 112,009.8 Acres
- Oasis = 11,725.4 Acres

Fire Stations
- Mountain Home Fire Department
- Glenns Ferry Fire Department
- King Hill Rural Fire District
- Atlanta Rural Fire Protection District
- Oasis Fire Protection District
- Grand View Fire Department

Police
- Elmore County Sheriff's office located in Mountain Home
- Glenns Ferry Sub-Station

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Utilities and Communications

Power: Idaho Power
Gas: Intermountain Gas
Water: City water services are provided for residents or residents utilize wells regulated by Southwest District Health (SWDH) and the Idaho Department of Water Resources (IDWR).
The Elmore County Commissioners recently conducted a survey to understand the community's current understanding of the water issues in the region and the level of support for potential solutions. More than 1,145 people participated in the survey between March through December of 2023
Source https://elmorecounty.org/wp-content/uploads/Water-Resources-Survey-Report.pdf
Sewer/Waste: City services are provided for residents or residents utilize septic regulated by SWDH.
Landfills:

- Bennett Road Transfer Station 6100 SE County Landfill Road
- Glenns Ferry Landfill Household Trash Only – No Commercial or Construction Waste
- Pine Transfer Station – located on Pine Featherville Road
- Sawtooth Regional Landfill – located off of Simco Road on NW Waste Site Road.

Communications
Post Offices:

- Glenns Ferry Post Office
- Hammett Post Office
- Mountain Home Post Office
- Mountain Home AFB Post Office

Libraries:

- Children's House Montessori School
  1134 American Legion, Mtn. Home, Idaho 83647
- Elmore Memorial Hospital Medical Library
  NA, Mountain Home, Idaho 83647
- Glenns Ferry Public Library
  298 S. Lincoln, Glenns Ferry, Idaho 83623
- Mountain Home Air Force Base Library
  480 5th Ave Suite 100, Mountain Home AFB, Idaho 83648
- Mountain Home Air Force Base Medical Library
  90 Hope Dr., Mountain Home, Idaho 83648
- Mountain Home Public Library
  790 N. 10th East, Mountain Home, Idaho 83647
- Prairie District Library
  175 E. Prairie Rd, Prairie, Idaho 83647

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Parks and Recreation

Elmore County hosts a multitude of climates for recreational activities, such as camping, water sports, snow sports, hunting, hiking and much more. Multiple parks exist in the larger towns with a majority being in Mountain Home. The largest park in Elmore County is the Three Island State Park that is 613 acres and is in Glenns Ferry.

Elmore County's website hosts a variety of information on recreational activities. The availability of reservoirs, lakes, rivers, and mountain trails provide multiple forms of recreation for the citizens and visitors of Elmore County.

Camping

Bruneau Dunes
Three Island Crossing Park
CJ Strike
Boise National Forest
Anderson Ranch Recreation Area
Trinity Lakes Area
Pine/ Featherville Area
Fall Creek Resort and Marina

Boating, Kayaking, Sailing, Windsurfing, and Rafting and Fishing

Anderson Ranch Reservoir
CJ Strike
South Fork Boise River
Bruneau River
Little Camas Reservoir
Mountain Home Reservoir

Snowmobiling and Cross-Country Skiing

Boise National Forest
Pine-Featherville
Sled the Trinities Website

Hiking

Bruneau Sand Dunes
Bruneau and Jarbidge Rivers
Emigrant Foothills
Snake River Birds of Prey
Teapot

Rock climbing

Castlerock area
Oregon Trail Event: *Three Island River Crossing*

Mountain Home

City Parks

- Carl Miller Park:
  - 4.8 acres
- EL Rancho Park
- Legacy Park
  - 40 acres
- Optimist Park
  - 40 acres
- Railroad Park
- Richard Aguirre Park
  - 8.3 acres
- Eastside Park

Neighborhood Parks

- Basque Park
- Don Etter Park
  - 1.25 acres
- Ridgecrest Park
- R. Claire Wetherell Park
  - .25 acres
- Rosewood Park
  - 1 acre
- Rolling Hills Park #5
  - 1 acre

Glenns Ferry

City Parks

- Oregon Short Line Park
- Boat Docks – Eddie Bostic Recreational Area
- Community Garden
- Heritage Pathway – Walking Trail
- Eastern Elmore County Parks and Recreation District
- Tank's East Side Skate Park

State Park

- Three Island State Park
  - 613 acres
- Bruneau Sand Dunes

Golfing: *Mountain Home Public Golf Course*- Y-Knot Winery Golf Course in Glenns Ferry-Mountain Home Air Force Base also has a course, but is available only to military and their guests.

Hunting and Fishing: The best source of information is *Idaho Fish and Game Department*.

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Special Areas & Sites

Anderson Ranch Reservoir
Anderson Ranch Reservoir is located north of Mountain Home on well-maintained roads. The area is known for fishing, water skiing, hiking, and boating. The reservoir features ten campgrounds, a trailhead, and four large boat launches.

CJ Strike Reservoir/Dam
CJ Strike Reservoir/Dam is located below the Bruneau River confluence near Grand View. This area provides lands for fishing, campgrounds, boat launches, docks, hiking trails and other recreational activities.

Three Island Crossing State Park
Three Island Crossing State Park is a 613-acre State Park located in Glenns Ferry on the Snake River. The campground includes 82 serviced campsites and eight cabins.

Pine- Featherville Area
The Pine-Featherville area features more than 380 miles of groomed snowmobile trails over varying terrain in the Trinity Mountains. Both Forest Service and private campgrounds are located throughout the Pine-Featherville area.

Atlanta
The Atlanta area features historic homes, two Forest Service campgrounds and connections to local hiking and backpacking trails.

Bruneau Sand Dunes

Bruneau Sand Dunes offers camping, fishing, and hiking along with other recreational activities.

Mountain Home Air Force Base
The wing population consists of approximately 5,100 military and civilian members in addition to 3,500 family members. Services provided include:

Child development program
Military & Family Readiness Center
Youth Center: Programs offered for children ages 6 through 18.
Marina where military personal and their dependents can rent ski boats, jet skis, and fishing boats.
Source About MHAFB

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Transportation

Elmore County has three local highway districts, Mountain Home, Glenns Ferry and Atlanta. Most of the highway mileage exists in Mountain Home Highway District, followed by Glenns Ferry Highway District, then Atlanta Highway District. Road classifications found in Elmore County are Interstate, Principal Arterial, Minor Arterial, and Major Collector.

Highways, Roads, and Streets

State Highway 67
Starts at Mountain Home and ends at Mountain Home Air Force Base. This is a four-lane road designed for highway speed access to the Air Base. After the Mountain Home Air Force Base, the Highway intersects with Highway 167.

Old Highway 30
Old Highway 30 runs through Mountain Home, Hammett, Glenns Ferry, King Hill, Bliss, Hagerman, Buhl, Filer, Twin Falls, Kimberly, Hansen, Murtaugh, Burley, and Heyburn.

State Highway 51
Starts at the southeastern edge of Mountain Home on Highway 67 and traverses the County south to the Snake River, to Bruneau in Owyhee County and on to Elko, Nevada. Highway district and Forest Service roads are designed and located so that there is good seasonal access throughout the County.

State Highway 20
Traverses Elmore County and goes through the mountains to Camas Prairie and on east where it intersects with Highway 75 that goes to Hailey, Sun Valley, and into the Salmon River country. Highway 20 continues through Idaho to West Yellowstone, Montana.

Interstate Highway I-84
Traverses the southern part of the County from northwest to southeast, serving the Simco District, City of Mountain Home, City of Glenns Ferry, Hammett, and King Hill areas. Mountain Home has three exits from I-84. There are also I-84 exits at Simco Road, Cold Springs, Hammett, Glenns Ferry, Paradise Valley and King Hill. The Interstate provides the main route for truck transportation to the eastern and northwestern parts of the U.S., with good connections to Salt Lake City, Portland, Seattle, and points beyond.

Highway District Road Miles	
Atlanta Hwy Dist.	49.4
Mtn Home Hwy Dist.	860.7
Glenns Ferry Hwy Dist.	657.5
Road Miles	
Interstate	130.9
Principal Arterial	53.4
Minor Arterial	30.2
Major collector	309.1

Other Transportation

Air Service

Elmore County residents do not have a commercial airport; residents utilize the airport located in Boise for commercial flights. The city of Jerome has a smaller commercial airport that residents may utilize as well but with limited flights compared to the Boise Airport. The City of Mountain Home maintains a 5,000' paved lighted airfield runway and airport facilities west of the City along Highway 67. The City of Glenns Ferry maintains a 3,050' paved airstrip at the Glenns Ferry Municipal Airport. There is rural landing strips found throughout the county, see list below for airport inventory:

Private	General Aviation Facilities
• Coyote Run Airport • Mountain Home Airforce Base • P and R Field Airport, • S Bar Ranch Airport, Red Barron Airpark • South Fork Ranch Airport • Weatherby - US Forest Service Airport • Graham – US forest service airport • Tracy Ranch Airport	• Mountain Home Municipal Airport • Glenns Ferry Municipal Airport • Warm Springs Creek Airport • Pine Airport

Railroad

The main line of the Union Pacific Railroad services Elmore County, with sidings at Mountain Home, Glenns Ferry, Hammett, and the Idaho Waste Site. The railroad tracks run east to west through the southern portion of Elmore County.

Bus

Commercial bus service is available through Greyhound Bus Company. Rental Charter buses are available in Boise. Valley Regional Transit (VRT) has existing routes in Mountain Home and has plans on expanding routes in the future.

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