Elmore County 2014 Comprehensive Plan

2014 Comprehensive Plan

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2014 Comprehensive Plan

Acknowledgments

Elmore County Officials wish to thank the following citizens and organizations for helping update the 2014 Elmore County Comprehensive Plan:

Mountain Home Highway District

Glenns Ferry Highway District

City of Mountain Home

Mountain Home Economic Development

City of Glenns Ferry

Communities of Pine, Featherville & Atlanta

Communities of Oasis & Tipanuk

Community of Prairie

Community of Mayfield

Communities of Hammett & King Hill

Idaho Power

Idaho Department of Lands

Elmore County Planning & Zoning Commission

Elmore County Board of County Commissioners

Elmore County Land Use and Building Department

Idaho Department of Transportation

Mountain Home School District

Idaho Fish and Game Department

Idaho Department of Education

Tesoro Companies Inc.

U.S. Bureau of Reclamation

Mountain Home Air Force Base

Idaho National Guard

2014 Comprehensive Plan

Adoption

The Elmore County Comprehensive Plan was adopted on August 9, 2004 and amended on December 3, 2007 and August 17, 2011.

A public hearing was held on December 29, 2014 for the 2014 update to the Elmore County Comprehensive Plan. After the hearing a motion to accept the update was made by Hofer, seconded by Corbus.

CHAIRMAN HOFER - AYE
COMMISSIONER CORBUS - AYE
COMMISSIONER WOOTAN – AYE

Motion carried and so ordered.

Resolution 562-15 was signed on January 20th, 2015

2014 Comprehensive Plan

Statement of Purpose

The Elmore County Comprehensive Plan ("Plan") is a guide that establishes goals and objectives to help the County grow and develop. The Plan was adopted in 2004. The Plan was amended in 2007 to address Planned Communities, Planned Unit Developments and Planned Unit Development Districts. In 2011, the Plan was amended to add an addendum for the Mayfield Townsite Planned Community.

This update to the Plan was started in late 2012. This updated Elmore County Comprehensive Plan includes a forecast of conditions that are anticipated to occur within the next ten-year period, 2014 to 2024. The Plan addresses and includes all 16 comprehensive planning components of the "Idaho Local Planning Act of 1975" as supplemented and amended, Idaho Code 67-6508

Planning is an ongoing process. Conditions and priorities change; consequently the plan should be reviewed regularly and revised when necessary.

For the 2014 update to the Elmore County Comprehensive Plan, the Elmore County Land Use and Building Department, in addition to the Elmore County Planning and Zoning Commission, conducted community open house meetings to gather input for the update. The meetings were held at the following locations:

Agency Meeting – 5/15/13 – American Legion Hall
Mountain Home Vicinity – 6/19/13 – American Legion Hall
Oasis / Tipanuk Communities – 7/10/13 – Oasis Volunteer Fire District Firehouse
Pine / Featherville / Atlanta / Rocky Bar / Fall Creek Communities – 7/31/13 – Pine Senior Center
Prairie Community – 9/12/13 – Prairie Community Hall
Mayfield / Simco Road – 9/25/13 – Lord Ranch
Glenns Ferry / Hammett / King Hill Communities – 10/23/13 – Glenns Ferry City Hall
Planning and Zoning Commission Work Session – 1/15/14 – American Legion Hall

The County proposed no substantial changes to the Comprehensive Plan at the community meetings. County representatives have felt it important to maintain the Comprehensive Plan with updates and not conduct a cost intensive full re-write of the plan. This Plan contains all updates and may be reviewed as the complete Plan, as of its date of adoption.

The 17 planning components included in the Elmore County Comprehensive Plan include:

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. Implementation

17. Glossary

Currently the Plan has the following addendums:
1. Mayfield Townsite Planned Community.

Within each chapter of this comprehensive plan are goals and objectives, which help establish development guidelines and public policy.

Goals are defined as statements, which indicate a general aim or purpose to be achieved. Goals reflect countywide values.

Objectives are defined as guidelines, which establish a definite course to guide present and future decisions.

The Elmore County Comprehensive Plan is directed toward all land within the County including Federal, State, Public and Private lands.

Regional Setting and County History

Originally, Elmore County was part of the vast Alturas County, Idaho, 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 creating several smaller counties including Elmore County. The first county seat was established in Esmeralda and later moved to Rocky Bar. In 1890, it was moved to Mountain Home. Several townships were annexed to Elmore County from Owyhee County in 1931. These townships are located in the southwestern part of Elmore County (sometimes referred to herein as the "County") north of the Snake River.

Elmore County is bounded 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 boundary. On the southern boundary are the Snake River and Owyhee County; and on the west border is Ada County. Over half of the County is mountainous (northern part), while the southern portion is part of the Snake River Plains. An overall map of the County can be found in the Map Appendix as Map #1.

The northern region of the County is dominated by the Sawtooth Mountains, with the Boise Front Mountains in the mid-section of the County. South of the Boise Mountains are the Trinity Mountains and the western edge of the Soldier Mountains. Danskin Mountain on the west and Bennett Mountain on the east form the foothill mountains immediately north of the Snake River Plains. The County is the major drainage for the Boise River, having most of the South Fork, all of Middle Fork, and half of the North Fork of the Boise River within its boundaries.

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° in the south during the summer months to more than 50 degrees below zero in the winter to the north.

There are approximately 1,971,200 acres of land in the County, of which over 18,900 acres are covered by water. 522,354 acres or twenty-six percent (26%) of the County is privately owned. Over six percent (6+%) of Elmore County land or 120,355 acres is state owned. 1,327,041 acres or sixty-seven percent (67%) of Elmore County land is federally owned.

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. Rocky Bar/Featherville area had an easier time getting their gold out.

Aside from the mining communities, 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. 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 was a small community until the advent of the Mountain Home Air Force Base, when it began to develop. 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. 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 more agriculture developed, the town became less dependent on the railroad jobs and more dependent on agriculture.

Mountain Home Air Force Base located ten miles southwest of Mountain Home was established in 1943 as a heavy bomber (B-24) training base. It was deactivated in December 1945, after World War II, then reactivated again as a training site for the Military Air Transport Service and equipped with B-29's. This mission continued until May 1953, when the base became the home of the 9th Strategic Bombardment Wing, Strategic Air Command (SAC).

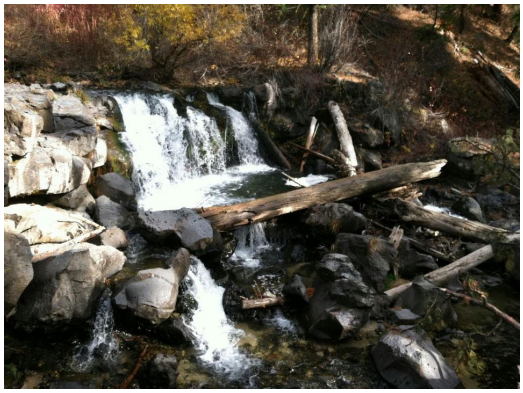
In 1960, it became the Strategic Aerospace Wing with the construction of three Titan One Missile sites, each about 20 miles from the base. The missile mission lasted until 1965 at which time the sites were deactivated. The base was then equipped with RF-4C aircraft and became the Tactical Reconnaissance Wing until July 15, 1971. On that date, the Wing was replaced with F-111 aircraft.

In 1992, the Base was designated as the initial base for composite wing deployment. This new mission brought a variety of specialized aircraft and support personnel to the area. The Air Force has had considerable economic and employment impact on the County. Economists indicate that over a third of the economic input into the County and nearly half the county's population is directly influenced by the Mountain Home Air Force Base. The current mission of the Mountain Home Air Force Base is a fighter wing including F15 aircraft.

In the early part of the County's agricultural history there may have been 150,000 head of sheep grazing in the County, and more than 2,500 horses. Cattle were not numerous to begin with, but built up rapidly by the turn of the century. The Snake River Plains were used for winter and spring grazing and the mountains for summer grazing. The sheep industry has declined but the cattle industry has expanded to replace it.

Irrigated agriculture comprises about 100,000 acres in the County. 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.

Because of all the mountains, streams, lakes, and reservoirs in the County hunting, fishing, camping, boating, and other recreational uses are major outdoor activities. 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 of Elmore County mountainous area is used by people outside the County. The Forest Service has indicated over 700,000 man-days of use in the Middle Fork and South Fork drainage of the Boise River. Elmore County is a popular outdoor recreation destination for people throughout Idaho.



Chapter 1 - 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 check list, 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.

Private Property Rights Goal Statement 1

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

Private Property Rights Goal Statement 2

The community goal is 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.

Private Property Rights Goal Statement 3

Elmore County calls upon the federal and state land management and natural resource management agencies to coordinate in advance, with the Elmore County officials, any proposed actions which will impact either the federally or state managed lands in Elmore County because of the relationship between public land actions and the corresponding impact on private land properties plus the historically developed custom and culture of the County.

Private Property Rights Objectives:

1. No person shall be deprived of private property without due process of law.

2. Private property shall not be taken for public use without just compensation.

3. Land use laws will be administered to avoid unnecessary delays and duplicating procedure. Administrative agencies should avoid the exercise of authority that duplicates the exercise of authority by another agency. Charges for permits and agency services will strike a balance between those costs that are directly attributable to such permits and services and those costs that are incurred to protect public infrastructure and the public interest.

4. Land use laws and decisions should avoid imposing unnecessary conditions or procedures on development approvals which cause an unreasonable increase in housing costs.

5. Utilize the review process and procedures established by the Attorney General of the State of Idaho to evaluate taking of private property, taking issues or taking actions.

6. The objectives provided in this section shall have priority over any other section contained in this Plan in the event of a conflict or contradiction that may result in an unconstitutional taking of private property.

7. Property owners shall not use their property in a manner that negatively impacts upon the surrounding neighbors or neighborhoods.

8. Property owners shall be responsible for maintaining their property in the best possible condition as circumstances allow.

9. Property owners must recognize they are only temporary stewards of the land, and shall preserve and maintain their property for the benefit of future generations.

10. Property owners acknowledge and expect that Elmore County will preserve private property rights and values by enforcing regulations that will ensure against incompatible and detrimental neighboring land uses.

11. When the use of private property conflicts with the public interest, such conflicts shall be considered using a context larger than the boundaries of a particular land parcel and a time frame longer than a particular property transaction.

12. Federal and State land management and natural resource management agencies must coordinate their agency actions with Elmore County officials by providing to the County in a timely manner, prior to taking official action, a report on the proposed action, the purpose, objectives and estimated impacts of such action and the economic impact.

13. Elmore County will take appropriate measures to enforce all nuisance ordinances to protect quality of life and private property rights.

14. Elmore County officials will periodically review all County nuisance ordinances and seek public input on revisions or actions needed to update the ordinances and ensure adequate enforcement of nuisance ordinances.

15. Elmore County calls upon Federal land management agencies to better manage fuel loads on federal lands to prevent wildfires to ensure protection of private property rights.

Chapter 2 - Population

The year 2010 revised U.S. Census Bureau established the Elmore County population at 27,038. The U.S. Census Bureau has estimated the population to be 26,170 for 2013. Chart #1 shows historical changes in population within Elmore County. Even with the recent downturn in population the County believes it is fair to assume and plan for a steady annual growth rate of 3% over the next 10 years.

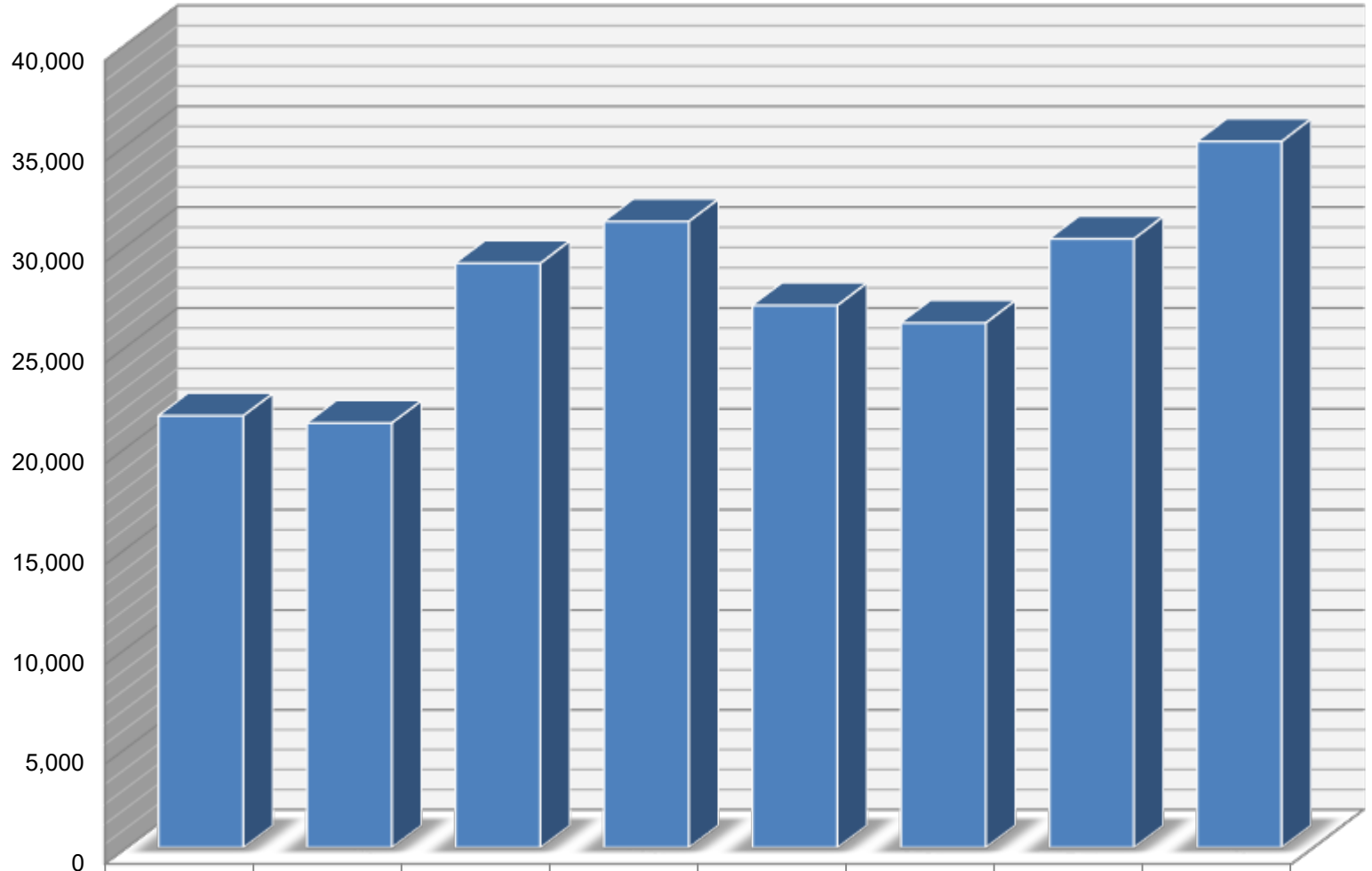
Chart #2 provides a breakdown of population by age for the 2000 and 2010 Census.

Chart #3 provides a breakdown of population by incorporated city, airbase and unincorporated areas of Elmore County for the 2000 and 2010 Census. The County did see a slight decrease in population from 2000 to 2010 due to current activities at Mountain Home Air Force Base.

Table #1 provides a further breakdown and projection of populations in areas of Elmore County. Even with the decrease in population from 2000-2010 the County believes the desire for sustainable economic development associated with the desire for expanded missions of the air base, a steady population growth can be expected over the next 10 years.

Elmore County Population and Projection

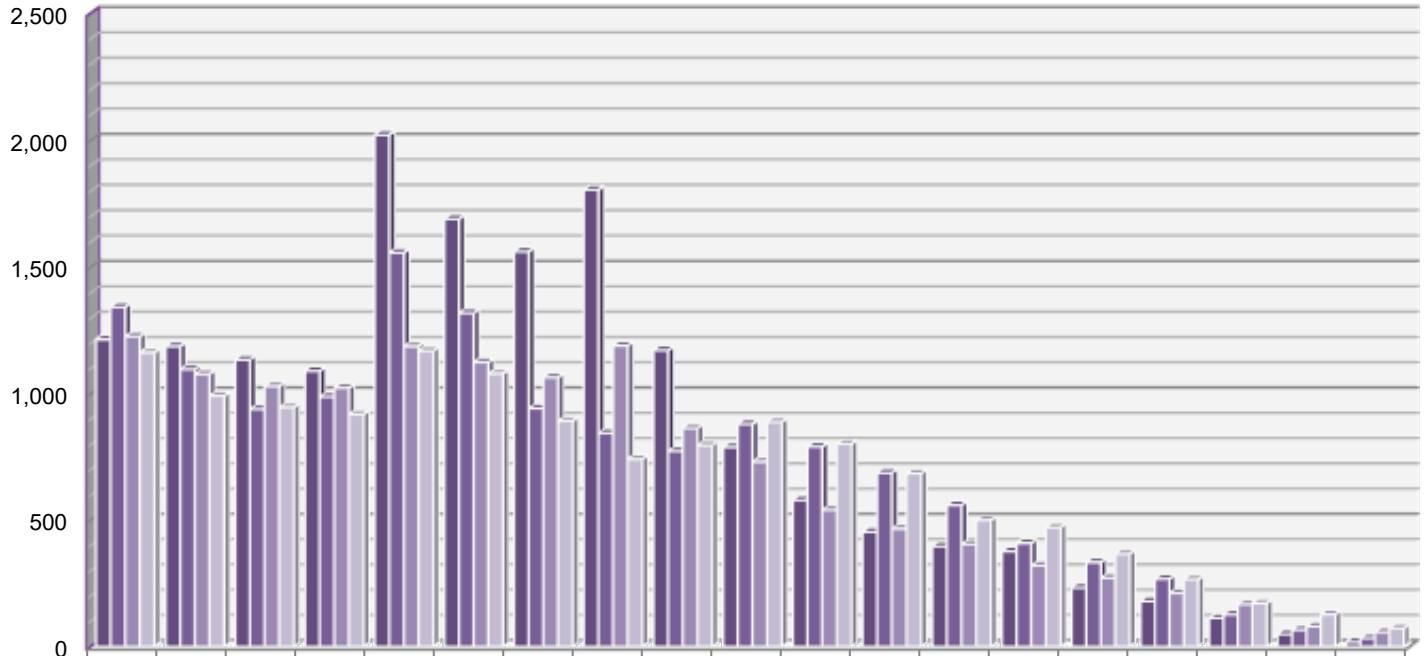
Chart #1 - Elmore County Comprehensive Plan



	1980	1990	2000	2005	2010	2013	2018 Projection	2024 Projection
Elmore County	21,565	21,205	29,130	31,200	27,038	26,170	30,338	35,170

Population by Age and Gender 2000 / 2010

Chart #2 - Elmore County Comprehensive Plan



	< 5 Years	5 to 9 Years	10 to 14 Years	15 to 19 Years	20 to 24 years	25 to 29 years	30 to 34 years	35 to 39 years	40 to 44 years	45 to 49 years	50 to 54 years	55 to 59 years	60 to 64 years	65 to 69 years	70 to 74 years	75 to 79 years	80 to 84 years	85 to 89 years	90 +
2000 Male	1,216	1,189	1,136	1,091	2,022	1,691	1,562	1,806	1,173	790	580	454	397	377	233	180	113	49	18
2010 Male	1,344	1,098	940	989	1,558	1,320	943	846	774	881	792	688	560	410	334	268	127	66	33
2000 Female	1,228	1,079	1,031	1,024	1,189	1,126	1,066	1,192	864	732	541	467	405	321	272	212	167	80	57
2010 Female	1,164	993	948	920	1,171	1,081	894	742	797	889	803	686	501	472	367	266	172	128	73

Population for Incorporated / Unincorporated Areas 2000 / 20

Chart #3 Elmore County Comprehensive P

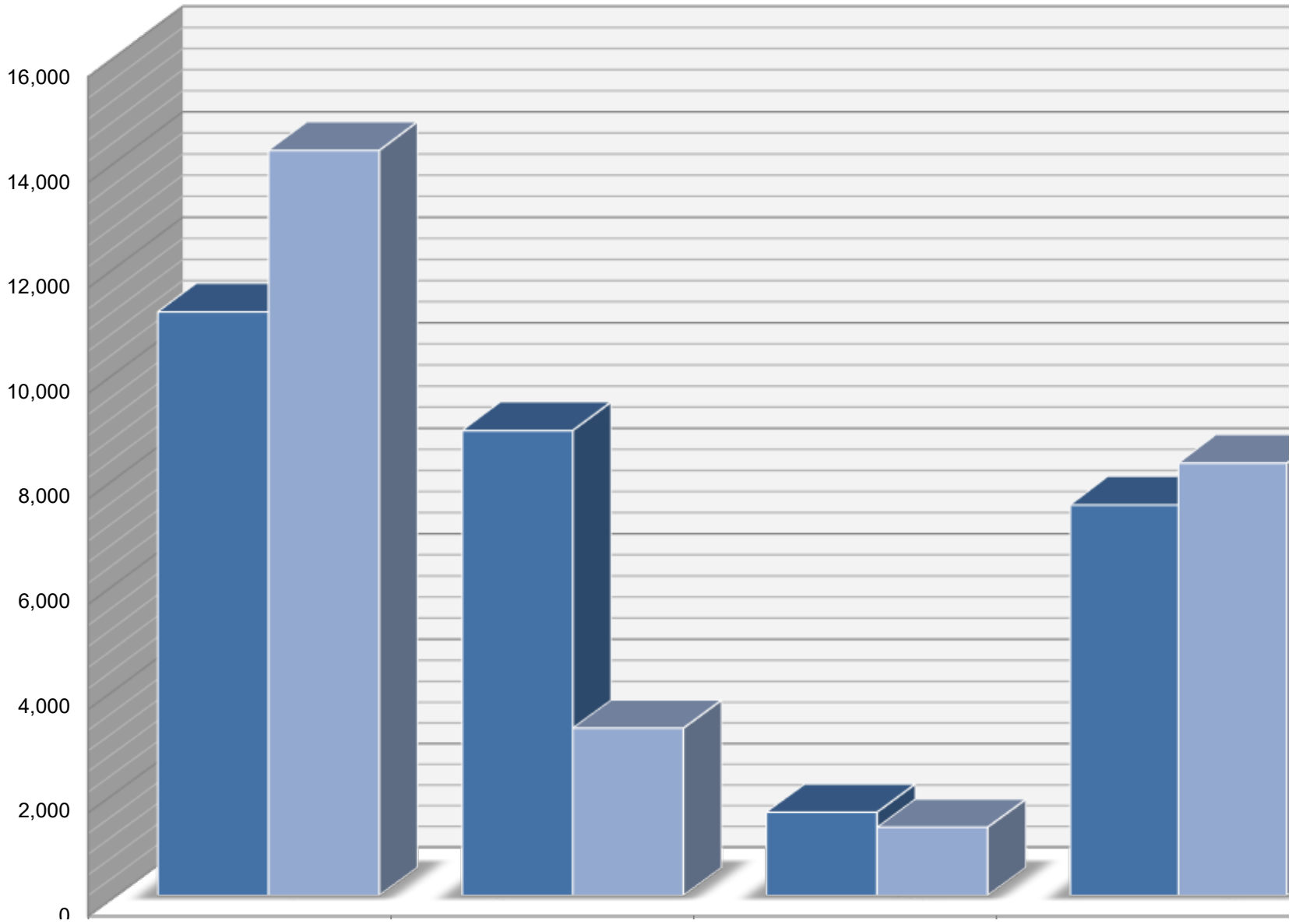


Table #1
Elmore County Comprehensive Plan
Population Forecast by Community

Community	1980	1990	2000	2004	2010	2013[1]	2024[2]
Elmore County	21,565	21,205	29,725	30,700	27,038	26,170	36,114
Mountain Home	7,540	7,913	11,143	12,000	14,206	13,739	18,959
Glenns Ferry	1,374	1,404	1,611	1,640	1,319	1,274	1,758
Mountain Home AFB	*	*	8,894	*	3,238	3,132	4,322
Hammett	500	500	720	760	654	633	873
Pine / Featherville	150	170	370	420	335	321	442
King Hill	250	200	220	240	200	191	263
Prairie	60	80	120	150	108	102	140
Mayfield / Simco	65	75	105	120	94	91	125
Tipanuk	20	60	130	150	119	115	158
Oasis	12	30	80	115	73	70	96
Atlanta	35	40	60	70	54	52	71
Chattin Flats	20	22	40	40	35	34	46
Other Areas	*	*	6,232	*	6,603	6,416	8,861

Source: U.S. Census Records, 2004 Comprehensive Plan & Land Use and Building Department Projections – *data not available
[1] Estimates from U.S. Census Bureau
[2] Estimates based on 3% annual population growth

In 1950, Mountain Home and Glenns Ferry were similar sized communities. When the Mountain Home Air Force Base became a strategic Aerospace Wing Base in the late 1950's the population of Mountain Home and Elmore County increased significantly.

The population information presented in Table #1 and Chart #3 shows the dynamic relationship between military development at the Air Force Base and growth in Elmore County. Economists and military planners estimate that at least fifty percent of the historic growth and development in Elmore County can be attributed to Mountain Home Air Force Base. Because of this symbiotic relationship, any change in the Base staffing or mission has a direct input to growth or decline in Elmore County, particularly in the City of Mountain Home.

Based on forecast information provided, the recommended population projection for the Elmore County Comprehensive Plan includes a gradual population increase during the next 10 to 15 years. This Population projection is presented in Table #1. This projected population increase represents about 10,000 new residents to Elmore County during the next 10 years.

The recommended economic expansion and population projections presented in Table #1 have been incorporated into various chapters of the Elmore County Comprehensive Plan. County citizens have expressed strong desire for sustainable growth with respect for the environment, maintaining agriculture and continued high quality of life in Elmore County. The following population goals and objectives support citizen desires for continued population growth.

Population Goal Statement 1: To encourage sustainable economic expansion and population growth throughout the County plus increase economic diversity for continued enhancement of our quality of life to meet citizen needs.

Population Goal Statement 2: To guide future growth in order to enhance the quality and character of the County while providing and improving the amenities and services available to Elmore County residents.

Population Objectives:

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

2. To increase density near existing communities and near areas of city impact and preserve agricultural lands without adversely impacting existing populated areas.

3. When soils are not adequate to sustain individual septic systems, development density should be controlled until central sewage systems can be established.

4. Encourage cooperation between the County and all Communities, Districts and Cities in providing public services.

5. Encourage growth and development in areas that are environmentally compatible with nearby surroundings to protect the quality of life.

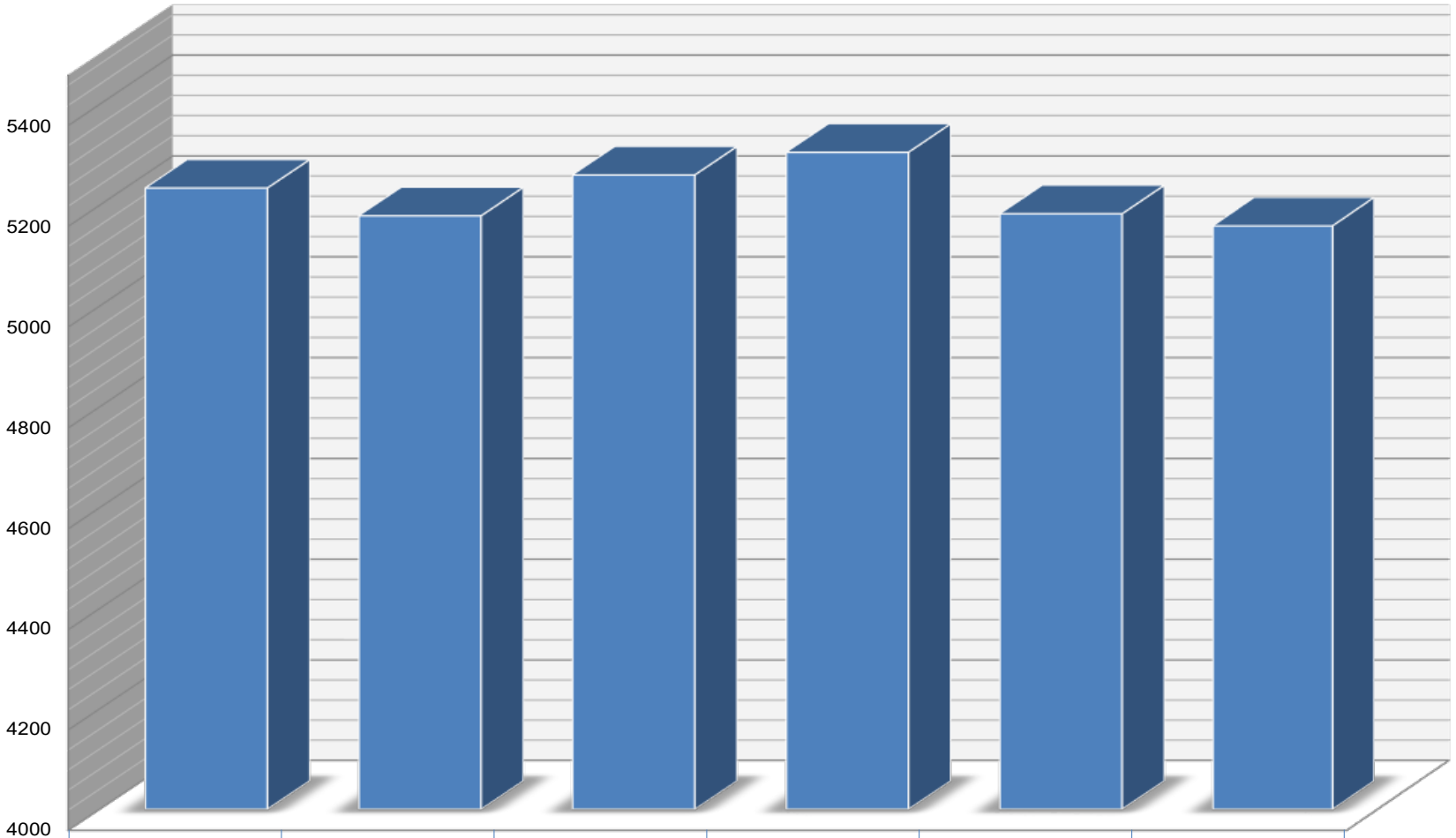
Chapter 3 - School Facilities and Transportation

A high standard of education is an important quality of life factor for Elmore County residents. During community meetings throughout the County, residents rated local schools as good to excellent. Due to projected growth in Elmore County, additional school sites and facilities may be needed to accommodate school enrollment during the next 10 years

Within Elmore County, there are five Public School Districts. The Prairie, Glenns Ferry and Mountain Home Districts operate entirely within the county. Some Elmore County school students are served by District #365 Bruneau-Grandview and #234 Bliss Joint District. A map of the School District Boundaries within the County is found in the Map Appendix as Map #2. Historical school populations are presented in Charts #4 & #5.

Elmore County Number of Total Students

Chart #4- Elmore County Comprehensive Plan
Countywide Fall Enrollment 2004-2010
Souce: Idaho Department of Education

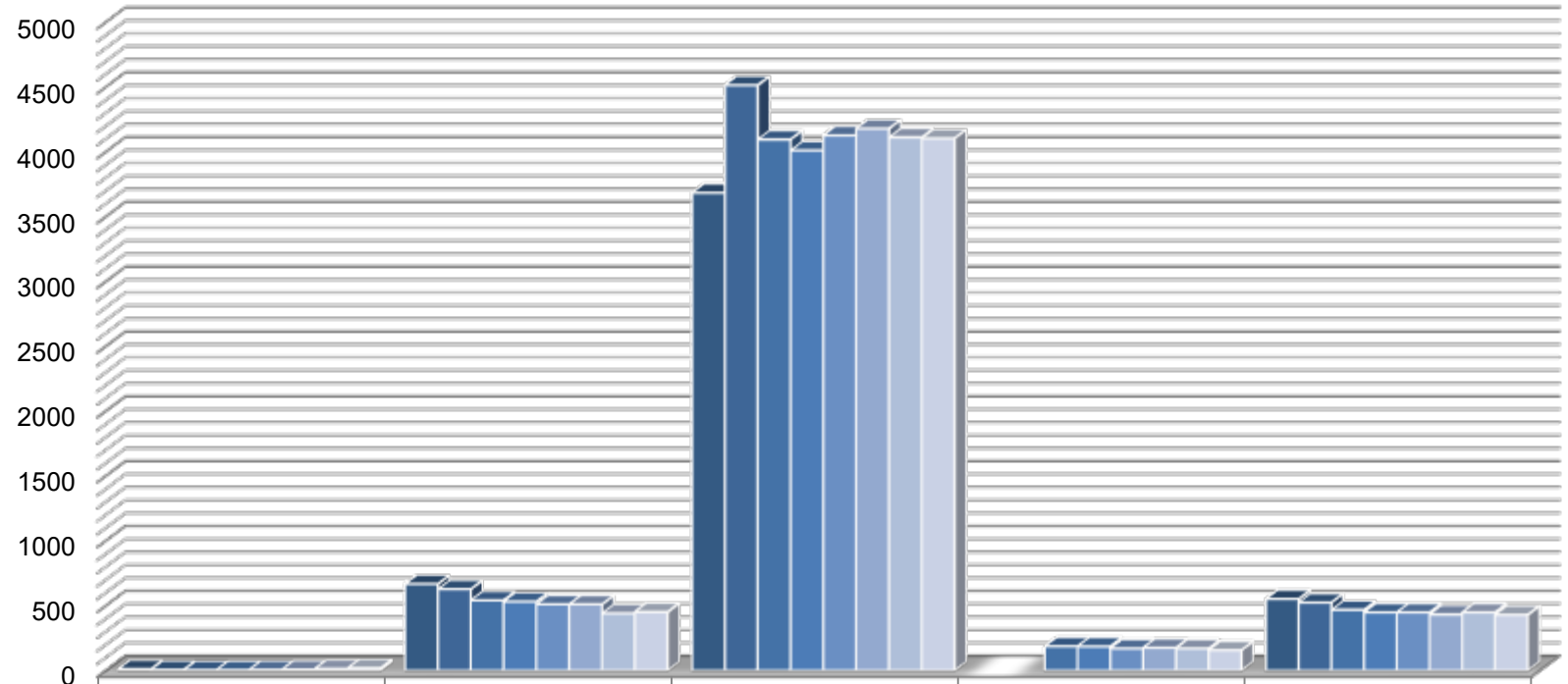


	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
Total	5234	5179	5260	5305	5183	5159

School Population by District

Chart #5- Elmore County Comprehensive Plan

Historical Fall Enrollment in Public Schools by District. Source Idaho Department of Education



	#191 Prairie	#192 Glenns Ferry	#193 Mountain Home	#234 Bliss Joint District	#365 Bruneau-Grand View
1990-91	11	667	3,684		552
2000-01	5	627	4,514		524
2004-05	3	541	4,095	187	468
2005-06	4	531	4,010	186	448
2006-07	5	510	4,127	170	448
2007-08	8	510	4,179	176	432
2008-09	13	440	4,112	170	448
2009-10	18	451	4,104	157	429

Each of the school districts within Elmore County prepares students to be successful individuals and contributing members of society by giving them the opportunity to grow and learn at a pace and in an atmosphere that challenges their potential.

The basic elementary curriculum emphasizes reading, language arts, mathematics, science, social studies, art, music and physical education. Students in grades 6-8 take classes, which prepare them for high school and help them, make the transition from childhood to adolescence. In grades 9-12, the curriculum requires students to study and learn skills that will help them succeed in modern society. Competencies required by the Idaho Department of Education have been incorporated into all public curriculum efforts.

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 plus an analysis of Idaho's long range education plans, new or enhanced school programs may be necessary to accommodate increasing enrollment while maintaining the current quality of life standards in the County. The following goals and objectives are incorporated into the Elmore County Comprehensive Plan to address school facilities and school related transportation.

School Facilities and Transportation Goal Statement 1

Protect and maintain Elmore County's quality lifestyle by enhancing existing school facilities and by promoting and developing new school services and facilities where needed to encourage compatible growth and development.

School Facilities and Transportation Goal Statement 2

Protect the integrity of schools so that educational functions are not disrupted by the infringement of incompatible land uses.

School Facilities and Transportation Goal Statement 3

In all land use decisions, consider the importance of safe, all-weather roadways and transportation systems to accommodate school traffic and *convenient* access.

School Facilities and Transportation Goal Statement 4

Expand Spanish language curriculum to accommodate expansion of Elmore County's Hispanic community.

School Facilities and Transportation Goal Statement 5

Expand the BSU adult and university level coursework at the Mountain Home Air Force Base to accommodate working parents and young adults.

School Facilities and Transportation Goal Statement 6

Create Adult Education Program, after hours learning program to accommodate working parents and Community Education opportunities.

School Facilities and Transportation Objectives

1. Each student will have a learning facility that is safe, functional and enhances academic, social, emotional and physical development.

2. Continue to support higher educational services within the County.

3. Continue to support and enhance the elementary schools at Prairie, Pine/Featherville, Atlanta and all schools within Elmore County.

4. Encourage and support local school improvement projects, which strengthen educational and cultural programs.

5. Support increased financing when necessary to maintain high quality facilities and educational programs for all schools in Elmore County.

6. Provide safe transportation for students to and from schools.

7. School sites should be selected in advance of development based upon planned densities and development patterns.

8. School sites should be required that are large enough to accommodate possible facility expansion.

9. School sites should be selected to avoid site-limiting features and other hazards and nuisances detrimental to the safety of children and to the general operation of the school.

10. New development adjacent to schools should provide for adequate pedestrian and bicycle access for school children.

11. Schools should be protected from the encroachment of incompatible land uses.

12. Support the Idaho Virtual Academy as a way to facilitate distance learning and education programs for students that live in rural communities without traditional K through 12 school facilities, such as Atlanta, Fall Creek, Prairie, Tipanuk and Pine / Featherville.

Chapter 4 - Economic Development

Background

Since 1950, Elmore County has become more urban and less rural. The late 1980's proved this statement as Elmore County incomes increased, agriculture began to consolidate, and service industries developed in the County. The term "Economic Development" is important in Idaho but particularly critical in Elmore County where the officials of Elmore County, the City of Mountain Home, the City of Glenns Ferry, as well as many citizens, have funded economic development actions in order to help diversify the County's economy. In addition to meeting economic development goals the County may also need to stress the importance of sustainable economic development to ensure further diversity and stability of the County.

Agriculture, mining, and timber processing have historically been important to Elmore County and the State, but in order to create additional jobs for existing and future citizens these industries must be enhanced and other means of economic development will be needed. Agriculture is the major contributor to the economic stability of the County. In the 1960's, more water became available for irrigation through pumping from the Snake River and drilling ground water wells. This brought about an increase in irrigated cropland. Potatoes, sugar beets, and beans are crops that are highly productive. Mint became a good alternate crop, and watermelon and cantaloupe have become major fruit crops in the southeastern part of the County.

Due to the recent wildfires it has become apparent that increased timber processing is necessary from federal, state and private lands. County residents believe there is a great deal of economic development potential with the sustainable management of federal lands.

Agricultural industries throughout Elmore County are summarized in Table #2. Agriculture is the major industry in Elmore County and is forecasted to remain an important economic source during the next ten years.

Table #2
Elmore County Comprehensive Plan
2024 Agriculture Forecast

Category	1997	2014	2024
Number of Commercial Ag Related Operations	301	381	390
Total Acres in Active Ag Related Operations (in 1000's)	356	347	375
Cattle and Calves Inventory (in 1000's)	123	170	230

Source: Elmore County Extension Office & 2004 Elmore County Comprehensive Plan

The Mountain Home Air Force Base is a large contributor to the economy of the County and is the single largest employer. The Base payroll and military procurement of goods and services have a significant impact on the County and southwest Idaho. Military personnel living off Base as well as civilian employees generated dollars into the economy through the housing market. Information presented in Table #5 summarizes the economic input of the Mountain Home Air Force Base compared to total County employment. Military planners and economists are forecasting an increase in military spending and activity which will increase construction and employment at the Mountain Home Air Force Base during the near term (5 to 10 years).

Table #3
Elmore County Comprehensive Plan
Military Employment Forecast

Year	1980	1990	2000	2010	2020	2030
Percentage of Federal Military Employment compared to total County employment	40%	32%	31%	26%	27%	28%

Source: 2004 Elmore County Comprehensive Plan and Elmore Land Use and Building Department.

Economic Projections

The strategy used for economic development in Elmore County must include attainable goals, adequate financing, and public support; along with a conviction that economic diversity is in the best interest of the County. The population projection presented in Table #1 corresponds to new employment opportunities in Elmore County. Based on the average historical labor participation of approximately 45 to 51 employment positions per 100 populations. The military employment forecasts for Elmore County as a whole are shown in Table #4.

Table #4
Elmore County Comprehensive Plan
Total Military Employment Forecast

Year	2000	2005	2010	2015	2020	2030
County Employment	13,955	14,665	7,016	8,133	9,428	12,671

Source: 2004 Elmore County Comprehensive Plan and Elmore Land Use and Building Department.

Data in tables #5 and #6 below provide historical, current and forecast numbers of business establishments that will locate in Elmore County during the 10 to 15 year planning period. Chart #6 shows the income trends for industry fields for Elmore County.

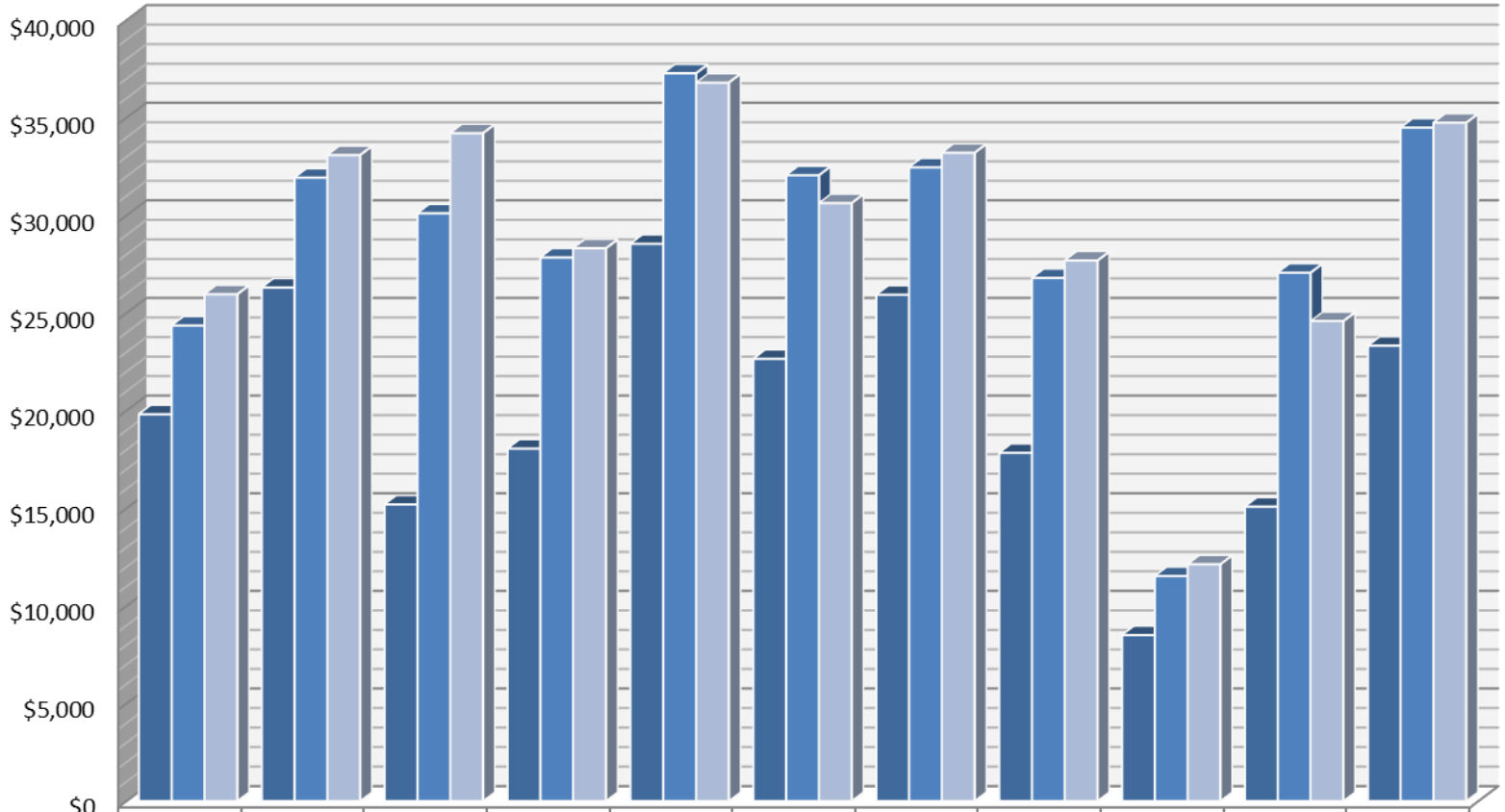
Table #5
Elmore County Comprehensive Plan
Historical County Business Patterns - Economic Profile

1993 Total Number of Classified Business Establishments = 349	1993 Total Employees = 3,339	1993 Annual Payroll = $45,332,000
2001 Total Number of Classified Business Establishments = 396	2001 Total Employees = 4,014	2001 Annual Payroll = $79,197,000
2013 Total Number of Classified Business Establishments = 430	2013 Total Employees = 4,510	2013 Annual Payroll = $151,499,920

Source: 2004 Elmore County Comprehensive Plan, Elmore County Land Use and Building Department and Mountain Home Economic Development Department.

Average Income Per Industry

Chart #6 - Elmore County Comprehensive Plan
Source: Idaho Department of Commerce



	Agriculture	Construction	Manufacturing	Trade, Utilities and Transportation	Information	Financial Activities	Professional and Business Services	Educational and Health Services	Leisure and Hospitality	Other Services	Government
2001 Average Wages	$19,811	$26,302	$15,188	$18,049	$28,535	$22,646	$25,926	$17,825	$8,494	$15,074	$23,314
2010 Average Wages	$24,351	$31,926	$30,102	$27,835	$37,269	$32,047	$32,451	$26,786	$11,516	$27,059	$34,482
2011 Average Wages	$25,953	$33,080	$34,204	$28,307	$36,792	$30,623	$33,198	$27,683	$12,123	$24,576	$34,739

Table # 6
Elmore County Comprehensive Plan
2025 Economic Forecast

Year	2005	2010	2015	2020	2025
Classified Business Establishments*	418	450	485	523	607

**** Business registered with state or federal agencies having more than one employee.***

Source: 2004 Elmore County Comprehensive Plan, Idaho Department of Commerce and Mountain Home Economic Development Department.

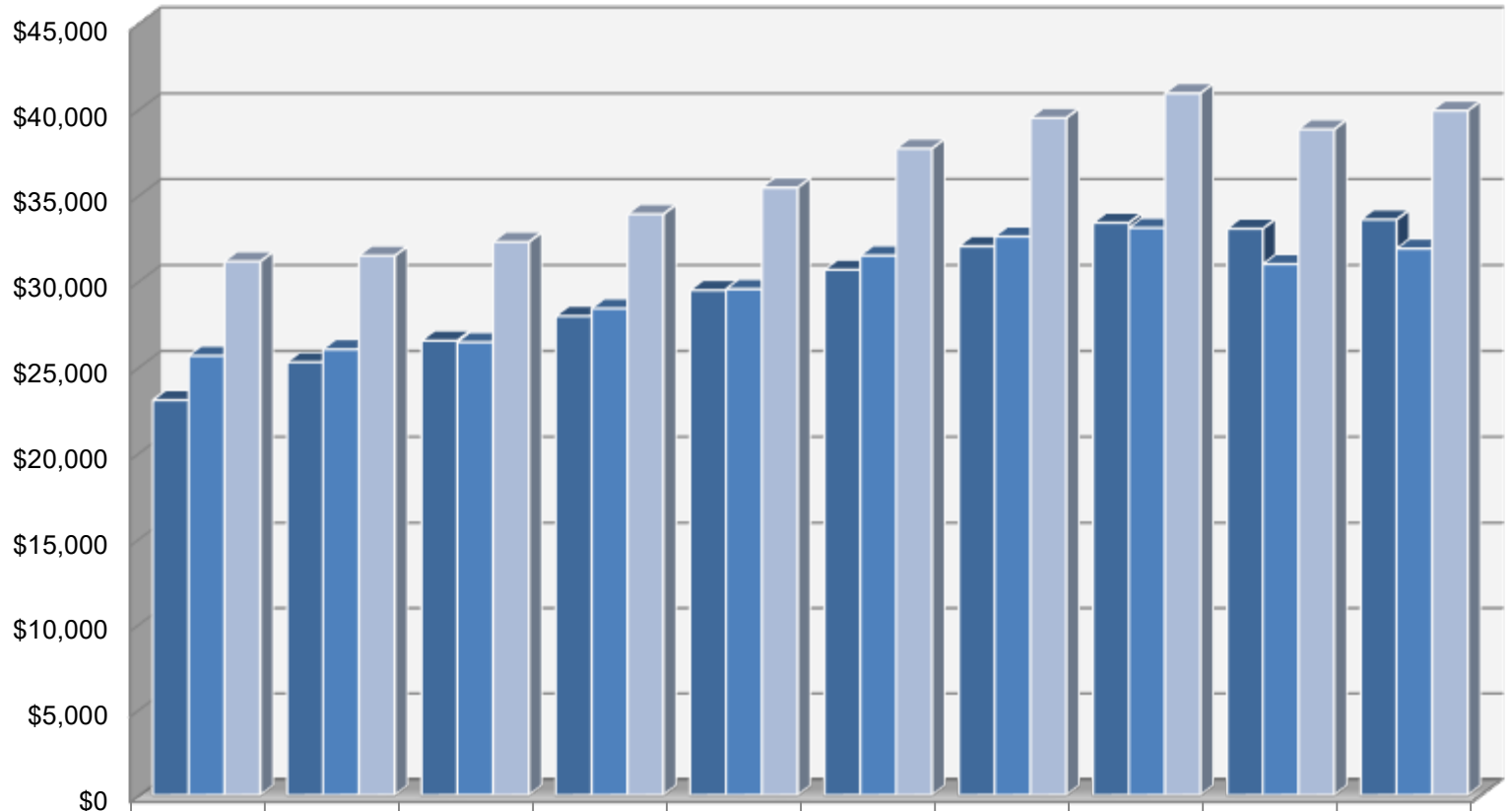
The projected employment and business activity shown in tables #5 and #6 represents healthy employment growth. Elmore County has an active partnership with the well-managed City of Mountain Home Economic Development Department. This organization has been very effective in expanding local economic development and it is possible that the creation of new business will exceed the projection in Table #6. In recent years the City of Glenns Ferry has also been active with economic development. The formation and continued work of the Glenns Ferry Economic Development Committee and the Southwest Idaho Regional Development Board will be crucial for continued development in areas outside the City of Mountain Home.

During May 2000, the Boise, Idaho Chamber of Commerce conducted an economic analysis of the Boise Labor Market. This study revealed that about seven percent (7%) of eligible workers in Elmore County commute to Ada County for employment. (Note: the 1990 rate was 7.2%) The study also suggested that about ten percent (10%) of Mountain Home Air Force Base employment positions are held by Ada County residents. As Elmore County and Ada County employment opportunities expand, the transfusion of workers between each county will increase. The Boise Labor Market analysis indicated that the majority of Ada County workers commuting to Elmore County were career military related. The majority of Elmore County workers commuting to Ada County were private sector related. This shared employment situation will likely continue which gives Elmore County residents excellent employment opportunities in either Elmore or Ada Counties.

Chart #7 shows the income trends of Elmore County versus the State of Idaho and the United States. In recent years the average income of Elmore County has surpassed the Idaho average. Sustainable development and diversified growth is necessary to continue this trend.

Per Capita Income

Chart #7 - Elmore County Comprehensive Plan
Source: Idaho Department of Commerce



	Year 2001	Year 2002	Year 2003	Year 2004	Year 2005	Year 2006	Year 2007	Year 2008	Year 2009	Year 2010
Elmore County	$23,083	$25,285	$26,544	$27,977	$29,483	$30,668	$32,040	$33,404	$33,065	$33,592
State of Idaho	$25,665	$26,042	$26,452	$28,412	$29,544	$31,493	$32,607	$33,110	$30,997	$31,897
United States	$31,157	$31,481	$32,295	$33,909	$35,452	$37,725	$39,506	$40,947	$38,846	$39,937

Elmore County State of Idaho United States

The following goals and objectives are incorporated into the Elmore County Comprehensive Plan to address citizen needs and expectations for continued economic expansion throughout Elmore County.

Economic Goal Statement 1

Diversify and improve the economy of Elmore County in ways that are compatible with community values.

Economic Goal Statement 2

Support the continued viability of the Mountain Home Air Force Base and base related activities.

Economic Objectives

1. Support existing business and industry in the County.

2. Encourage broad-based economic development programs that include:
    a. Natural resources such as mining, timber, and agriculture from both federal and private lands.
    b. Commercial Development
    c. Industrial Development
    d. Tourism Expansion and Development
    e. Military Expansion and Development

3. Encourage effective use of tax funds so that established areas are not burdened while providing services and facilities for new growth.

4. Maintain policies and ordinances that will not impair the mission of Mountain Home Air Force Base.

5. Set aside suitable sites for economic growth and expansion that is compatible with the surrounding area.

6. Encourage and support heavy industrial development to locate in the vicinity of the Simco Road District.

7. Encourage and support improvement of Simco Road as a connector between Interstate 84 and State Highway 67.

8. Continue good coordination, cooperation, and support among economic development entities within Elmore County, plus those at the regional and state levels.

9. Establish appropriate industrial zones to further increase business and economic development in various communities and areas of Elmore County, particularly at appropriate locations near areas of city impact.

10. Call upon all federal agencies to better manage public lands to reduce fuel loads and in turn promote economic development.

11. Recognize the need for electric utility facilities that are sufficient to support economic development.

12. Encourage Idaho Power to make additions to and improvements of electric utility facilities that provide adequate capacity for projected growth.

13. Provide Idaho Power with periodic updates of population, employment, and development projections. The County and Idaho Power will seek to jointly evaluate actual patterns and rates of growth, and compare such patterns and rates to electrical demand forecasts.

Chapter 5 - Land Use

Land Use issues in Elmore County are unique since the County is so large and diversified. The County must conserve its natural resources, but allow for the expansion of cities, communities and districts within the County. The County's agricultural lands and Areas of Critical Concern need to be continuously monitored and maintained. Mountain Home Air Force Base must be protected from encroachment. Development of additional tourism and recreational areas, expansion of residential lands, and location of commercial and industrial development in the County will have dramatic impact on the economy and physical design of the County.

Land Ownership

Public ownership accounts for about 73 percent of the land in the County. Private lands account for about 27 percent. The magnitude of public lands and the interspersed pattern of private ownership pose problems in the County; yet present an opportunity to work with the federal and state government in planning. Map # 3 in the map appendix shows a breakdown of private and federal lands in Elmore County. These federal agencies and Elmore County should consider sharing more land use information and incorporating this data into the future planning process. With the recent wildfires over the last three years the citizens of Elmore County have stressed the desire for better management of federal lands to reduce fuel loads and prevent wildfires.

Agriculture and natural resource management is important to Elmore County and each of the cities, communities and districts as a whole. Farming tends to become less appealing as land becomes more costly and production costs rise. When this occurs there is a tendency toward residential and subdivision development. The extension of facilities such as mail delivery, police and fire protection, school busing, and other services to these scattered developments becomes very costly. Conflicts may arise between raising crops and animals amidst residential or transitional uses.

Residential development along rural roads is typical in the County. Land to the rear may be bypassed because of little or no access for later development. When large amounts of vacant land are available within the incorporated cities or within the adjacent areas of city impact, scattering of development in the County should be discouraged. Development close to urban areas where public utilities and central services are more accessible should be encouraged.

Land Use Categories

The proposed Generalized Future Land Use Map in the Elmore County Comprehensive Plan recommends that all the land in the County be designated according to various land use classifications. Listed below in Table #7 are the existing land use classifications. A description of each of these categories follows Table #7.

Table #7
Elmore County Comprehensive Plan
Existing Land Use Classifications

Proposed Land Use Classification	Classification Symbol
General Agriculture/Grazing/Forest	"Ag"
Recreation	"Rec"
Rural Residential	"RR"
Neighborhood Commercial	"C1"
Highway/Interstate Commercial	"C2"
Light Industrial/Manufacturing	"M1"
Heavy Industrial/Manufacturing	"M2"
Public Airport Hazard Zone	"PAZ"
Air Base Hazard Zone	"ABHZ"
Air Base Commercial Zone	"ACZ"
Planned Community	"PC"
Planned Unit Development	"PUD"
Planned Unit Development District	"PUDD"

General Agriculture/Grazing/Forest - "Ag"

The **"Ag"** land use designation is the base zone throughout Elmore County. It contains areas of productive irrigated croplands, grazing lands, forestland, mining lands, public lands as well as rangeland and ground of lesser agricultural value.

Recreation - "Rec"

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. Certain allowed uses are permitted along with a detailed list of "Conditional Uses" in the Rec Zone. The Rec zone is a special planning tool, which allows development flexibility in a particular community or geographical area. The base zoning is still present but the Rec zone allows greater flexibility for development of tourism and recreation type land uses.

Rural Residential - "RR"

The Rural Residential **"RR"** designation is a zone specifically set aside for residential development and a mix of supporting, secondary land uses that are near or adjacent to areas of city impact or near existing communities. A minimum lot size should be set in order to accommodate a septic system and well on the same parcel. In areas where soils are not adequate to support septic systems, development alternatives must be considered. In outlying areas, residential development and mixed land uses must be compatible with the existing agricultural activity. Rural Residential and Mixed-Use development should be encouraged in or near Areas of City Impact and within existing communities. Rural Residential and Mixed-Use development must be compatible with the existing agricultural uses. Mixed Land uses include development

that supports residential uses such as neighborhood commercial, low impact commercial services, offices, home occupations, light business uses and light commercial and business services that are near rural and suburban residential developments and general agricultural uses. Commercial services such as small-scale convenience stores, gas stations and repair establishments may be located in the **"RR"** area subject to design review and/or Conditional Use Permits.

Neighborhood Commercial "C1"

The Neighborhood Commercial category is needed to diversify economic development and provide essential services within existing and future neighborhoods.

Highway/Interstate Commercial "C2"

The Highway/Interstate commercial category is needed to accommodate large or intensive commercial and/or business establishments that are typically oriented to a major roadway or freeway interchange.

Light Industrial/Manufacturing "M1"

The Light Industrial/Manufacturing category is directed towards general industrial needs of the County. Land uses in this category may require a mix of commercial or light industrial uses that consists of clean types of manufacturing, processing, warehousing, repair and general industrial uses. In setting aside industrial areas, easy access to railroad and highway systems should be taken into consideration. Light Industrial/Manufacturing is needed for day-to-day services and sustained economic growth and diversity in the County; however, it must be planned so that it will not degrade the present quality of life.

Heavy Industrial/Manufacturing "M2"

The Heavy Industrial designation is specifically established for heavy manufacturing and processing industries. The Simco Road District will continue to have a **"M2"** designation. Conditional Use Permits, design review, and detailed engineering and technical studies are a requirement.

Public Airport Hazard Zone "PAZ"

The Public Airport Hazard Zone is anticipated for the land surrounding the Mountain Home and Glenns Ferry Airports plus the various public-landing airfields within the County. The purpose is to keep encroachment to a minimum in order for airports to function while allowing the highest and best possible use of private lands in this zone. Height restrictions would also apply to the City of Mountain Home Municipal Airport, the Glenns Ferry Airport, plus the airstrips at Prairie, Pine and Atlanta.

Air Base Hazard Zone "ABHZ"

The Air Base Hazard Zone is necessary for the land surrounding the Mountain Home Air Force Base. The purpose is to prevent encroachment while allowing the best possible use of private lands in this zone as long as private uses do not conflict with Air Base operations. Significant Land Use restrictions apply in the ABHZ area.

Air Base Commercial Zone "ACZ"

The Air Base Commercial Zone is necessary for the highway entrance to the Mountain Home Air Force Base. The purpose is to prevent encroachment while allowing the best possible use of private lands in this

zone as long as private uses do not conflict with Air Base operations. Significant Land Use restrictions apply in the ACZ area.

Planned Community "PC"

The Planned Community "PC" designation is a zone 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, heritage, that provides a sense of place characterized by a variety of land uses, a variety of housing opportunities, community connectivity, conservation of open space, developed parks, and preservation of environmental and/or historical elements. Careful consideration should be given to the “PC” zone so new developments do not negatively affect existing communities, businesses and land uses.

Planned Unit Development "PUD"

The Planned Unit Development “PUD” designation is a zone specifically designed to allow flexibility in land use, site design and dimensional standards to develop residential, commercial, office and/or light industrial uses not allowed individually within a specific zoning district. Careful consideration should be given to the “PUD” zone so new developments do not negatively affect existing communities, businesses and land uses.

Planned Unit Development District "PUDD"

The Planned Unit Development District “PUDD” designation is a zone specifically designed to allow flexibility in land use, site design and dimensional standards to develop residential, commercial, office and/or light industrial uses not allowed individually within a specific zoning district with greater flexibility than a PUD as PUDD’s are larger in scale. Careful consideration should be given to the “PUDD” zone so new developments do not negatively affect existing communities, businesses and land uses.

Land Use Analysis

Within Elmore County, land resources are limited. Land is precious and should be utilized in a constructive manner. County Commissioners, Planning and Zoning officials, City, Community and District citizens are all responsible for determining the highest and best use of the land. Priorities regarding land use needs to be routinely reviewed and updated. Long-range plans should be updated to accommodate expected growth without endangering natural resources and the quality of life.

Land Use Map

Map # 4 in the map appendix is the Future Land Use Map for the County. The Future Land Use Map is a guide to future and potential development in the County.

Land Use Goal 1

Provide for the orderly growth and accompanying development of the resources within the County that is compatible with a rural lifestyle.

Land Use Goal 2

Achieve a land use balance, which recognizes that existing agricultural uses and new residential development may occur in the same community.

Land Use Goal 3

Continue to designate areas where rural type residential development will likely occur and recognize areas where agricultural development will likely occur.

Land Use Goal 4

Continue to designate areas within appropriate communities to stimulate recreation and tourism related developments and services.

Land Use Goal 5

Elmore County calls upon the federal and state land management and natural resource management agencies to coordinate in advance, with the Board of Elmore County Commissioners, any proposed actions which will impact either the federal or state managed lands in Elmore County because of the relationship between public land actions and the corresponding impact on private land properties plus the historically developed custom and culture of the County. Furthermore, the County calls upon federal agencies to lessen fuel loads on federal lands to help prevent devastating wildfires and protect adjoining private property.

Land Use Objectives:

1. Maintain and update the Confined Animal Feeding Operation (CAFO) ordinance to facilitate dairy development and intensive agriculture within appropriate areas of Elmore County. Encourage wise management and land use priorities that protect agricultural lands.

*Note: Map #5 in the map appendix shows the location of all permitted CAFO's in the County.

2. Continue to coordinate planning and development with applicable highway district(s), fire district(s) and health officials.

*Note: Map #6 in the map appendix shows the location of the different highway districts within the County.
*Note: Map #7 in the map appendix shows the location of the different fire districts within the County.

3. Continue to coordinate land use planning with adjoining counties where joint land use problems, developments or opportunities exist.

4. Analysis of Property Rights should be included in land use decisions.

5. Encourage and support commercial and industrial development if it complies with County ordinances and guidelines to create jobs and expand the tax base. Maintain two industrial zones; heavy and light.

6. Encourage orderly development of subdivisions and individual land parcels, and require development agreements when appropriate.

*Note: Map #8 in the map appendix is a map of incorporated cities and platted subdivisions within the County.
*Note: Map #9 in the map appendix is a map of parcel sizes within the County.

7. Continue to encourage cluster developments and maintain a cluster development ordinance that preserves open space and productive agriculture land.

8. Review all commercial and industrial development proposals to determine the land use compatibility and impact to surrounding areas.

9. Review all development proposals in areas that are critical to groundwater recharge and sources to determine impacts, if any, to surface and groundwater quantity and quality.

10. Continue to evaluate and update "Area of Impact" agreements with the cities of Mountain Home and Glenns Ferry as required by State Code.

11. Continue to update the County-wide Zoning and Development Ordinance to protect property values and avoid mixing of incompatible uses.

12. Encourage and support land use proposals that are consistent with the community design objectives of all communities and districts within the County.

13. Allow heavy industrial/manufacturing land uses and waste facilities to locate in the Simco Road District subject to specific review and Conditional Use Permits.

14. Encourage and support multiple-use land management policies on all public lands within Elmore County.

15. Encourage utilizing natural resources on public lands within Elmore County to minimize the risk of wildfire.

16. Work with public agencies and citizens to study a possible future "Area of Critical Concern" corridor along the Snake River within or adjacent to Elmore County.

17. Evaluate all development proposals in terms of land use and environmental compatibility. Discourage development proposals, which negatively impact land use patterns and negatively impact the human and natural environment.

18. Support off-road recreational use only in areas where soils are stable and non-erodible.

19. Maintain and update a Conditional Use Permit process for development proposals in applicable land classification areas.

20. Determine areas where special or hazardous areas exist. Develop, administer, and update a Special/Hazardous Area Use Permit process for development proposals in hazardous or special areas, areas of critical concern or for Heavy Industrial uses.

21. Maintain the Recreation zoning designation to provide for recreation and tourism expansion.

22. Strongly encourage and support higher density residential development that is located within an area of city impact.

23. Maintain the commercial zoning designation near the Mountain Home Air Force Base to regulate commercial businesses. Consider a similar zoning designation near the Mountain Home Municipal Airport.

24. Federal and State land management and natural resource management agencies must coordinate their agency actions with the Board of Elmore County Commissioners by providing to the Board in a timely manner, prior to taking official action, a report on the proposed action, the purpose, objectives and estimated impacts of such action and the economic impact.

Planned Community Development

Elmore County will experience new residential growth during the next 10 to 15 years. Through Planned Community, PUD and PUDD development, the County will be able to offer urban type clustered development and the preservation of open space, while maintaining the rural country character of the

County lifestyle will remain the preferred land use while providing new and exciting housing and employment opportunities to existing and choice for new residents.

Goal 1

To provide for sustainable growth and development that pays for itself within the County without negatively affecting existing communities, land uses and services.

Goal 2

Achieve a land use balance through Planned Communities, while recognizing that new urban or small town residential development may occur in the County and between County boundaries.

Goal 3

To foster the redevelopment of historical towns, through sustainable well designed Planned Communities that do not negatively affect existing communities and land uses.

Goal 4

Planned Communities should strive to provide employment and housing opportunities while encouraging the expansion of existing social and economic opportunities. Where appropriate, Planned Communities should be encouraged to foster recreation and tourism related developments and services.

Objectives:

1. Provide adequate sites for growth through quality surroundings that include clean air and water, and where public services will be provided or enhanced.

2. Support development, which will provide diversity and improve the economy of Elmore County in ways that are compatible with community values and encourage economic expansion and population growth in Planned Communities throughout the County thereby increasing economic diversity for continued enhancement of our quality of life to meet citizen needs.

3. Guide future growth through Planned Communities in order to enhance the quality and character of the County while providing and improving the amenities and services available to Elmore County Residents

4. Increase density through planned development near existing communities while preserving agricultural lands without adversely impacting existing populated areas.

5. Encourage planned growth and development in areas that are environmentally compatible with nearby surroundings to protect the quality of life and preserve critical areas as perpetual open space.

6. Protect and maintain Elmore County's quality lifestyle by enhancing existing school facilities and by promoting and developing new school services and facilities where needed to encourage compatible growth and development within Planned Communities.

7. School sites should be selected to avoid site-limiting features and other hazards and nuisances detrimental to the safety of children and to the general operation of the school.

8. Planned Communities should provide for adequate pedestrian and bicycle access for school children.

9. Encourage broad-based economic development programs that include:
   a. Residential Development
   b. Commercial Development

c. Industrial Development
d. Tourism Expansion and Development
e. Military Expansion and Development

10. Encourage planned development in lieu of tax-funded development so that County residents are not burdened with providing services and facilities for new growth.

11. Continue good coordination, cooperation, at the regional and state levels, and support among economic development entities within Elmore County.

12. Encourage Planned Community development into areas where soils are of least value for agriculture or not adequate to sustain individual septic systems where centralized sewage systems can be established and maintained.

13. Planned Communities should protect, develop, and maintain the quality and quantity of our water by incorporating innovative water conservation and water quality protection measures into all construction and design elements, landscaping strategies, water features, and drainage elements, and by encouraging the use of natural landscaping in order to conserve water.

14. Planned Communities are encouraged to work with the Idaho Department of Water Resources to study, seek approval and construct necessary water development projects in the Boise River drainage system in order to transfer water into arid portions of Elmore County.

15. Work with local, State and Federal land agency officials to provide open access to public lands.

16. Planned Communities are encouraged to improve rangeland resources and wildlife habitat within their community and surrounding area through the development of conservation easements and through the creation of renewable funding sources such as a self-imposed property transfer tax.

17. Planned Communities should encourage management practices that will increase natural feed production for wildlife.

18. Planned Communities should incorporate and work with public and private land managers to encourage range fire rehabilitation practices, which include grasses and shrubs to enhance the forage base of the County's rangeland while preparing, adopting and implementing a wildfire Management Plan for the PC. Where re-vegetation programs after wildfire or range fires within Planned Communities are encouraged.

19. Planned Communities should protect the natural resources of the County and promote ongoing proper management of fish and wildlife resources through adequate wildlife mitigation, habitat improvement and noxious weed abatement plans.

20. Planned Communities should encourage and promote the proper management of fish and wildlife resources through adoption and implementation of a Wildlife Management Plan, community involvement and education

21. Promote and encourage types of economic development, which have little or no impact on the environment to ensure a clean environment and air.

22. Planned Communities should promote the preservation of natural scenic areas for the use and benefit of both present and future generations and by preserving scenic areas and natural areas of significant value by placing such areas into conservation easements, into perpetuity and by prohibiting hilltop and ridge top development.

23. Planned Communities should be designed to ensure the safety of residents and the protection of property.

24. Planned Communities shall be discouraged in or near natural hazardous areas, such as airports, military bases and/or military training areas, power line corridors, electrical substations, flood plains, unstable soil areas and steep slopes, high velocity wind and storm prone areas, except for industries, which may require these conditions.

25. Planned Communities shall be discouraged near solid waste disposal areas.

26. Planned Communities should incorporate advanced communication and internet technology when possible throughout the community.

27. Planned Communities should support the expansion of communication infrastructure to accommodate growth.

28. When developing near or adjacent to existing developments the transportation system and roadway surfaces from the existing developments should be improved and extended to the Planned Community to provide for connectivity.

29. Planned Communities should be encouraged to develop bicycle and pedestrian paths as needed.

30. Planned Communities should encourage and pursue development of an industrial capacity railroad siding in the Simco Road District.

31. Planned Communities should promote the development of adequate recreational facilities and the concept of multiple use management on all public lands, streams and rivers within the community and on adjacent lands.

32. Planned Communities should work with the Idaho Department of Transportation and the appropriate highway districts to improve signage to all recreational areas within the community and on adjacent lands.

33. Planned Communities shall support the State's recognition of the "Idaho Centennial Trail" by preserving this trail and placing it in a conservation easement.

34. The creation of Planned Communities that facilitate recreation and tourism development and community development, in the Communities of Atlanta, Pine, Featherville, Fall Creek and Prairie shall be encouraged.

35. Planned Communities should minimize habitat impacts by clustering development where possible on lands that contain important feeding grounds for wildlife to provide for better open space management and to minimize habitat loss.

36. Planned Communities should carefully consider, identify and monitor the use of special areas such as historic, architectural, archeological, ecological and scenic sites.

37. Planned Communities should promote a variety of housing options in an effort to provide affordable housing throughout the development to meet the needs of all socio-economic backgrounds, such as the elderly, disabled and low, middle, upper income groups.

38. Planned Communities should provide for a variety of housing types and developments to meet market demand.

39. Planned Communities should seek to minimize the conflicts between new housing developments and existing agricultural operations through careful planning.

40. Planned Communities shall encourage residential clustering to conserve land and the County's agricultural and rural heritage.

PUD and PUDD Development

Goal 1

To provide for sustainable growth and development that pays for itself within the County and City areas of impact without negatively affecting existing communities and land uses.

Goal 2

To provide orderly development in the County and area of City impact where employment and housing opportunities can be balanced and or enhanced to meet the needs of the County and community. Where PUDs, and PUDDs can provide orderly expansion of social and economic opportunities and where appropriate, encourage and foster mixed-use development to stimulate community needs, economic development, recreation and/or tourism related developments and services.

Objectives:

1. Provide adequate sites for growth through quality surroundings that include clean air and water, and where public services will be provided or enhanced.

2. Support development, which will provide diversity and improve the economy of Elmore County in ways that are compatible with community values and encourage economic expansion and population growth in PUDs and PUDDs throughout the County thereby increasing economic diversity for continued enhancement of our quality of life to meet citizen needs.

3. Guide future growth through PUDs and PUDDs in order to enhance the quality and character of the County while providing and improving the amenities and services available to Elmore County Residents.

4. Protect and maintain Elmore County's quality lifestyle by enhancing existing school facilities and by promoting and developing new school services and facilities where needed to encourage compatible growth and development of PUDs and PUDDs.

5. PUDs and PUDDs should provide for adequate pedestrian and bicycle access for school children.

6. Encourage broad-based economic development programs that include:
a. Residential Development
b. Commercial Development
c. Light Industrial Development
d. Tourism Expansion and Development
e. Military Expansion and Development

7. Encourage planned development in lieu of tax-funded development so that County residents are not burdened with providing services and facilities for new growth.

8. Continue good coordination, cooperation, at the regional and state levels, and support among economic development entities within Elmore County.

9. Encourage PUDs and PUDDs development into areas where soils are of least value for agriculture or not adequate to sustain individual septic systems where centralized sewage systems can be established and maintained.

10. PUDs and PUDDs should promote the preservation of natural scenic areas for the use and benefit of both present and future generations and by preserving scenic areas and natural areas of significant value

by placing such areas into conservation easements, into perpetuity and by prohibiting hilltop and ridge top development.

11. PUDs and PUDDs should be designed to ensure the safety of residents and the protection of property.

12. PUDs and PUDDs shall be discouraged in or near natural hazardous areas, such as airports, military bases and/or military training areas, power line corridors, electrical substations, flood plains, unstable soil areas and steep slopes, high velocity wind and storm prone areas, except for industries, which may require these conditions.

13. PUDs and PUDDs should incorporate advanced communication and internet technology when possible throughout the community.

14. PUDs and PUDDs should support the expansion of communication infrastructure to accommodate growth.

15. When developing near or adjacent to existing developments the transportation system and roadway surfaces from the existing developments should be improved and extended to the PUDs or PUDDs to provide for connectivity.

16. PUDs and PUDDs should be encouraged to develop bicycle and pedestrian paths as needed.

17. PUDs and PUDDs should promote a variety of housing options in an effort to provide affordable housing throughout the development to meet the needs of all socio-economic backgrounds, such as the elderly, disabled and low, middle, upper income groups.

18. PUDs and PUDDs should provide for a variety of housing types and developments to meet market demand.

19. PUDs and PUDDs should seek to minimize the conflicts between new housing developments and existing agricultural operations through careful planning.

20. PUDs and PUDDs shall encourage residential clustering to conserve land and the County's agricultural and rural heritage.

Chapter 6 - Natural Resources

Elmore County has an abundance of natural resources. Soils that are highly productive, air and water that are clean and pure, agriculture land that is not overrun with non-compatible uses, high quality range and timber, abundant fish and wildlife, scenic and recreation areas, are all important to County residents.

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 over 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° 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° F. Winds average zero to six miles per hour 30% of the time and seven to sixteen miles per hour 41% of the time.

The growing season varies from 140 days along the Snake River, 120 days at the Mountain Home elevation, about 60 days at Prairie, and to less than 50 days in areas that are over 5,000 feet elevation.

Topography

The topography varies from low-elevation plains to high, steep mountainous terrain. The southern one-third of the County is comprised of the Snake River Plains where elevations vary from 2,300 feet to 3,500 feet. The northern two-thirds of the County contains rolling to steep foothills and the high, steep mountains of the upper Boise River drainage, the South Fork, Middle Fork and all lands south of the North Fork. Mountains rise to over 10,000 feet along the north border.

Within the mountain areas are two plateaus called Prairie and Little Camas Prairie. The head of the Malad River and Camas Creek stretches out into a broad valley to the east known as Camas Prairie. These areas are just under 5,000 feet elevation and support crops of mostly hay and grain. High glacier mountains in the north half of the County, especially the area north of Atlanta, is dotted with many glacial lakes. Topography is steep, rocky, and rugged; and much of it is granitic rock with alpine vegetation.

The Snake River Plains support spring-fall-winter grazing for cattle and sheep and irrigated agriculture. Topography and climate are good for most of the area but lack of water is a limiting factor for irrigated agriculture.

Soils

Soil characteristics play an important part in land use planning in many ways, such as agriculture, sewage disposal, road building, foundations for structures, etc. For planning purposes, the comprehensive plan examines soils mostly from the standpoint of suitability for agriculture and for sewage disposal.

Agricultural Suitability: The southern portion of the County contains areas of prime cropland because of the combination of good soils, long growing season, and availability of water. This is an area where irrigated agricultural use can be expanded. The National Resource Conservation Service (NRCS) has mapped a large portion of the County in detail. A complete soil survey for Elmore County was published in May 1991. Table #19 on page 350 of the Soil Survey Report lists the agriculture suitability of all soils in the County.

Sewage Disposal: Within the NRCS soil survey for Elmore County, the soils have been grouped with other physiographic features to produce a suitability map for subsurface sewage disposal. Three categories were established: slight, moderate, and severe, defined as follows:

Category 1 -Slight Limitation Soils: Limitations for filter fields are slight, and good performance with low maintenance can be expected. There are no restrictive layers such as hardpan or bedrock within six feet. Slope of ground is less than four percent. Depth to any water table is more than six feet.

Category 2 - Moderate Limitation Soils: Contain properties for filter fields that are moderately favorable. Limitations can be overcome with special planning, design, or maintenance. Depth to hardpan or bedrock is between four to six feet. Ground surface slope is between six or eight percent and depth to seasonal water table is between four to six feet.

Category 3 - Severe Limitation Soils: Have some unfavorable features, which are difficult or costly to overcome. Depth to hardpan or bedrock is less than four feet. Ground surface slope is more than eight percent. Depth to the high water table is between two and four feet. Large majorities of the soils in Elmore County have very poor characteristics for subsurface sewage disposal. This does not mean that such systems will not work but, to insure success, a large area of land may be necessary; however, general information on these soils indicate that it is unwise and unsafe to allow development to occur at densities which will saturate the land with effluent.

Please refer to Table 9 on page 350 of the Elmore County NRCS Soil Survey Report to view each soil unit in the County and their suitability for subsurface sewage disposal.

Soils Goal 1

To protect the quality and quantity of the soil resources in Elmore County.

Soils Objectives*:*

1. Prevent undue erosion of land through reclamation. Re-vegetation that is compatible to the area should be encouraged.

2. Encourage commercial, industrial, and residential growth into areas where soils are of least value for agriculture.

3. Utilize the most current NRCS and Soil Conservation Service, Soil Survey for Elmore County to identify suitable soils for subsurface sewage disposal.

4. Support proper fuel management practices on land to both reduce the risk of wildfires and undue erosion.

5. Encourage and support re-vegetation programs after wildfire or range fires.

Surface and Ground Water

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, 286,600 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.

North of Atlanta between the Middle and North Forks of the Boise River is an area of high mountainous country that is part of the Sawtooth National Recreation Area. It is estimated that there are 500 glacier-formed lakes that provide fishing and other forms of recreation to those that walk or pack into this area of awesome beauty. The Trinity Mountain area also contains glaciated lakes, some of which are accessible by road.

Reservoirs belonging to the Mountain Home Irrigation District supply water to about 4,400 acres, and provide some of the finest fishing in the County. They are Little Camas Reservoir, 24,000 acre-feet; Long Tom Reservoir, 3,700 acre feet; and Mountain Home Reservoir, 5,400 acre feet. Private reservoirs that have been built for irrigation purposes are the Blair/Trail Diversion Dam and Reservoir, the Morrow Reservoir, three reservoirs on Hot Creek, two reservoirs on Bennett Creek and Walker Reservoir. Some of these are also used for recreational purposes.

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. The County has a few hot water artesian wells and springs. Several geothermal wells are being used for irrigation in the Snake River Plains area. Hot water springs can be found along the front range and on the Boise River.

In the late 1970's the Central District Health Department made the recommendation that no development or building be allowed northeast of Mountain Home without an U.S. Geological Survey of the soils because of potential contamination of ground water supplies. Pollution is not the only threat to the ground water source. Lowering the water level through use in excess of recovery is another threat that must be taken into account in planning. A U.S. Geological Survey prepared in cooperation with the Idaho Department of Water Resources in December of 1977 makes the following summary and conclusion:

> *"Development of the ground-water resources in the Mountain Home plateau area has caused water level decline in several places, the largest of which are south of Mountain Home, where water levels have declined more than 20 feet in the past nine years. Although the total amount of water in storage in the aquifers may be considerable, it has not yet been determined. Present well-hydrography data indicate that additional large-scale ground water development will probably result in increased long-term water-level declines, which may result in economically prohibitive pumping lifts and use of excessive amounts of energy. Therefore, it seems that large-scale new agricultural development on the plateau would depend heavily on the availability of surface water."*

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 needed in this area to protect groundwater quality and quantity.

Water Goal 1

To protect, develop, and maintain the quality and quantity of our water resource.

Water Goal 2

Provide land development incentives for water conservation and water quality protection.

Water Objectives:

1. Encourage land management and development of soil and water resources for economic growth of the County.

2. Continue working with the Central District Health Department to control and prevent sewage and solid waste pollutant problems in the County.

3. Coordinate with the State Water Resources staff to monitor areas of declining groundwater levels and take necessary action to halt such lowering before it becomes critical, including recharging from stream sources.

4. Encourage the use of natural landscaping in order to conserve water. Encourage re-vegetation in disturbed areas.

5. Water quality should be protected and preserved in all proposed developments.

6. Consider a future study to determine the possibility of designating an "Area of Critical Concern" along the Snake River corridor through Elmore County.

7. Work with the Idaho Department of Water Resources and seek approval to study and construct necessary water development projects in the Boise River drainage system in order to transfer water into arid portions of Elmore County.

8. Continue to work with those federal, state, local and private officials that affect the upstream water quality and quantity of the Snake River to protect water quality and quantity for Elmore County residents and water users.

9. Provide land development incentives such as density transfer or increased development densities when measurable water conservation features are incorporated into new development projects.

10. Continue to protect the Mountain Home Aquifer recharge area and evaluate development proposals on a case by case basis to ensure groundwater protection.

Forests

Most of the timber in the County is on federal land. There are less than 20,000 acres of private lands that could be classified as timberlands. Within the Boise National Forest, there are visible signs of tree damage due to disease and insect invasions. Federal land management agencies have failed to take action to reduce disease and insect related tree kill, which has lead to dead fuel for wildfire. During the summers of 2012 and 2013 much of the County sustained substantial damage from forest fires. The summer of 2013 was devastating to the County with over eighty structures on private property lost in the Elk Complex Fire.

Based on lessons learned from earlier fires, it is crucial that fire-fighting agencies develop a Fire Management Plan to protect Elmore County from devastating range and forest fires. It is imperative that such a plan be used in a true “multiple use system” that encourages timber production, livestock grazing and recreation.

Forest Goal 1

To manage the forests so they remain in a continuously productive state, without degradation of the soil, water and air resources, range and wildlife resources, and scenic and recreation value for the benefit of the greatest number of people.

Forest Goal 2

Reduce, harvest and eliminate dead fuels within forests.

Forest Goal 3

Implement forest management practices that properly harvest and manage forests to reduce the risk of wildfire, protect private property and increase economic opportunities within the County.

Forest Objectives:

1. Encourage proper multiple-use management, which includes timber production and grazing.

2. Work with local, State and Federal land agency officials to provide open access to public lands during all seasons.

Rangeland

Rangeland is generally divided into winter, spring/fall, and summer range depending upon elevation and location. Over 65% of land in Elmore County is classified as rangeland. The Bureau of Land Management (BLM) and Forest Service administer the majority of the public lands in the County. Range fires occur frequently in the Snake River Plains during summer. When this happens the land is usually seeded with select grasses in the fall so better forage cover is obtained.

Rangeland Goal 1

To improve the range resources of Elmore County.

Rangeland Objectives:

1. Encourage management that will increase the production of feed for livestock and wildlife.

2. Encourage reclamation that will decrease the amount of run-off and erosion.

3. Work with public and private land managers and encourage range fire rehabilitation practices, which include grasses and shrubs to enhance the forage base of the County's rangeland.

4. Support preparation, adoption and implementation of a wildfire Management Plan for Elmore County.

Fish and Wildlife

The diverse landscape and varied land uses within Elmore County has resulted in a variety of fish and wildlife habitats, ranging from dry low-elevation shrub-steppe habitats on the Snake River Plain to alpine meadows in the South Fork Boise Mountains. These habitats support a broad array of fish and wildlife species. Wildlife-based recreation (fishing, hunting, wildlife viewing, etc.) are important to Elmore County residents not only for recreation, but as an important economic driver. Elmore County draws people from throughout the United States who come here to participate in wildlife-based recreation, particularly hunting and fishing. For instance, mule deer hunting in the Bennett Mountains is one of the most highly coveted hunts in Idaho and the South Fork Boise River below Anderson Ranch Reservoir contains one of southern Idaho's premier wild trout fisheries, drawing thousands of anglers each year. Elmore County not only contains some of Idaho's preeminent outdoor opportunities, but also offers an amazing variety. From waterfowl hunting along the Snake River to big game hunting in the Sawtooth Wilderness, from low elevation warm-water panfish to high mountain trout, Elmore County is truly a destination for outdoor enthusiasts.

Our close proximity to Idaho's largest population center in the Treasure Valley presents both opportunities and challenges for natural resource management in Elmore County. Undoubtedly, the majority of people recreating in Elmore County originate in the Treasure Valley and the economic benefits brought to the County as a result are substantial. Like much of southern Idaho, the County has experienced the pressures of urban and suburban growth and development which can sometimes challenge the needs of fish and wildlife. As local populations continue to grow, challenges and opportunities for Elmore County will grow as well.

Sagebrush-grassland communities dominate the low elevation slopes and benches of canyons and interior plains of Elmore County. In portions of the County, sagebrush communities have been lost and fragmented due to urban and agricultural development, wildfire, exotic annual grass invasions, and noxious weed infestations. The wide-scale loss of sagebrush habitat has adversely affected populations of several wildlife species that are dependent on large, healthy stands of sagebrush for their survival. Sagebrush obligate wildlife found in Elmore County includes species of conservation concern like greater sage-grouse. In addition, an impressive number of wildlife is seasonally dependent on sagebrush habitats including wintering mule deer and elk and fawning and wintering pronghorn. The Bennett Mountain area of Elmore County supports one of the highest densities of wintering mule deer in Idaho.

Most of the federally designated Snake River Birds of Prey area lies within Elmore County. Over 482,000 acres of nesting and hunting grounds are home to around 800 pairs of hawks, owls, eagles and falcons. In all, 24 species of raptors seasonally use the canyon for nesting, hunting, and wintering.

Forested communities occupy a good portion of Elmore County, ranging from sparsely stocked low-elevation forests found in the foothills to heavily timbered stands found in the upper elevations of the South Fork, Middle Fork, and North Fork Boise River watersheds. These communities provide highly productive habitat for a number of native wildlife including elk, mule deer, Cooper's hawks, northern goshawks, dusky and ruffed grouse, flammulated owls, and a variety of woodpeckers, song birds, and small mammals. Mid and upper elevation forested communities are often interspersed with mountain shrub communities characterized by a diversity of shrubs like mountain big sagebrush and bitterbrush and lush understories of native grasses and forbs. Mountain shrub communities provide important winter habitat for elk and mule deer, brood rearing habitat for sage-grouse, and nesting and foraging habitat for a variety of song birds and small mammals.

A sizable portion of Elmore County is dominated by irrigated agriculture. Grain stubble, fence rows, canal and ditch banks, rock out-crops, and other unfarmable areas often provide ideal habitat for popular upland game birds like ring-necked pheasant and gray partridge. In addition, a number of native wildlife, including species of conservation concern, are often associated with irrigated agriculture and private Conservation Reserve Program (CRP) lands including northern harriers, short-eared owls, western burrowing owls, and long-billed curlews. Residual grain and winter wheat also provide an important, high energy food source for wintering waterfowl throughout the County.

Natural vegetation along rivers, streams, lakes, and reservoirs (known as riparian areas), which encompass a small and dwindling portion of the landscape in western North America, are biologically diverse and productive systems. For example, of the 243 bird species that breed in Idaho, 46% (113) use riparian areas for nesting. In addition, rivers and small streams and their associated riparian areas provide important movement corridors for large and small animals like mule deer and muskrat, and provide spawning and rearing habitat for wild trout and other native fish species. Trees and shrubs are an extremely important component of healthy, productive riparian systems. They provide nest sites, roost sites, and cover for a variety of native birds like bald eagles and wood ducks and mammals like mountain cottontail and beaver, and improve fish habitat by contributing woody debris and providing shade. A number of species of conservation concern in Idaho are dependent on riparian habitats for breeding, nesting, and foraging like Swainson's hawks, snowy egrets, and Townsend's big-eared bats.

The Middle and South Fork Boise Rivers, Snake River, Anderson Ranch, Lucky Peak, and Arrowrock reservoirs, and other sources of surface water provide important nesting and brood rearing habitat, migratory resting areas, and winter habitat for a wide variety of waterfowl, shore birds, and wading birds. Surface water habitats in Elmore County also provide important resting areas and winter habitat for large flocks of migratory waterfowl, shore birds, and wading birds. A number of species of conservation concern in Idaho are associated with this habitat type and reside either seasonally or year-round in Elmore County.

Rivers and streams upstream from Lucky Peak and Arrowrock reservoirs contain excellent populations of redband trout, mountain whitefish, and bull trout. Brook trout, redband trout, and cutthroat trout occur in some tributary streams. The Middle Fork Boise from the North Fork confluence up to Atlanta Dam is prized for wild trout. The South Fork Boise River between Arrowrock Reservoir and Anderson Ranch Dam was the first designated quality trout stream segment in southwestern Idaho, and remains a premier wild trout fishery. Redband trout and mountain whitefish make up the majority of the fish caught in the South Fork. Alpine lakes within the Boise River drainage provide anglers with a variety of fishing opportunity. Rainbow trout, cutthroat trout, or brook trout are found in many lakes. Arctic grayling and golden trout provide fishing opportunities in a few alpine locations.

Popular reservoir fishing in Elmore County exists at C.J. Strike, Lucky Peak, Arrowrock, Anderson Ranch, Mountain Home, and Little Camas. Lucky Peak and Anderson Ranch reservoirs provide smallmouth bass, rainbow trout, and kokanee. Little Camas Reservoir is a very productive hatchery trout fishery. C.J. Strike, Lucky Peak, Arrowrock, and Anderson Ranch reservoirs are annually among the most heavily fished reservoirs in Idaho.

White sturgeon, a species of conservation concern in Idaho, is found in varying numbers throughout the Snake River from Shoshone Falls downstream. The best sturgeon population, however, occurs in the free flowing river section above C.J. Strike Reservoir, where they are successfully reproducing. Trout habitat in the main Snake River is currently poor to fair throughout most of the free flowing reaches of Elmore County. It is best in the section upstream of King Hill, where large amounts of spring flow are discharged into the Snake River from the Snake River Plain aquifer. Species of trout present include rainbow trout, brown trout, cutthroat trout, and rainbow trout x cutthroat trout hybrids. Areas with warmwater fisheries are fairly numerous in the main Snake River and minor tributary drainages. Major warm water species present in the Snake River and surrounding waters are largemouth and smallmouth bass, bluegill, brown bullhead, channel catfish and yellow perch.

Fish and Wildlife Goal 1

Carefully balance the needs of fish and wildlife with the desire to grow the economy of the County through traditional methods of development.

Fish and Wildlife Goal 2

Recognize the economic contributions that fish and wildlife-based recreation contribute to Elmore County.

Fish and Wildlife Goal 3

Sustain the fish and wildlife habitats necessary to provide quality fish and wildlife-related recreation.

Fish and Wildlife Goal 4

Recognize that fish and wildlife are public resources to be managed for the benefit of all and promote ongoing proper management of fish and wildlife resources.

Fish and Wildlife Objectives:

1. Request public agency input on proposed land and water development projects potentially impacting fish and wildlife habitat.

2. Consider ordinances and conditions of approval aimed at avoiding and mitigating adverse impacts to fish and wildlife resources as a result of development.

3. Encourage protection of water quantity and quality and multiple uses that are complementary to fish and wildlife populations.

4. Encourage and promote the proper management of fish and wildlife resources.

5. Work with private and public stakeholders to encourage and promote fish and wildlife-based recreation in Elmore County.

6. Consider a future study to determine the possibility of designating an "Area of Critical Concern" along the Snake River corridor through Elmore County.

7. Encourage and support continuation of the multiple-use land and wildlife management concept within the Birds of Prey area to insure future livestock and agricultural uses together with military training uses and wildlife hunting and feeding grounds.

8. Insist that re-seeding and re-vegetation occurs on land affected by wildfire as soon as possible after the fire damage.

Mineral Resources

Gold and silver mining played an important part in the history and development of Elmore County. Besides gold and silver, other known minerals occurring in quantities sufficient to expect future development are molybdenum, antimony, lead, and quartz. Gold occurs both in ore and as free gold in gravel among the streams. Most of the mining that took place historically was placer mining.

Sand and gravel are abundant in some parts of the County, but entirely absent in others. There are a few private operations that mine basalt lava rock, sand and gravel. The rest are open pit operations managed by the state highway department and local highway districts. Care should be taken that such operations do not become nuisances.

Mineral Resources Goal 1

To develop the County's mineral resources with minimum adverse impact to the environment or area land uses.

Mineral Resource Objectives:

1. Promote erosion control measures that will keep detrimental silts out of streams.

2. Promote procedures that minimize the unfavorable visual impact of mining operations and that protect the natural terrain and special sites/areas from being destroyed.

3. Take actions to ensure proper land reclamation practices following mining or milling operations.

4. Locate extraction and processing activities in areas that are compatible with surrounding areas and communities.

Air Quality Goal 1

To protect air quality levels and to ensure that future air quality levels meet or exceed state and/or federal standards.

Air Quality Objectives

1. Encourage types of economic development in the County, which can manage pollution to ensure a clean environment.

2. Evaluate proposed land uses in relation to air circulation patterns and adjoining land uses.

3. Encourage heavy industrial uses to locate in the Simco Road District.

4. Locate industries, which generate fumes, gasses, odors, and particulate discharge in areas of the County where air quality can be managed and protected for area residents.

5. Detailed engineering studies and technical analysis will be required on any heavy industrial activities in the County.

6. Require dust control and dust abatement actions in communities where dust issues are present.

Scenic Areas Goal 1

To promote the preservation of natural scenic areas for the use and benefit of both present and future generations.

Scenic Area Objectives

1. Encourage the preservation of scenic areas for their natural beauty.

2. Natural areas should be preserved through proper planning and /or density transfer procedures or development rights transfer procedures.

3. Encourage development in localities that will not degrade scenic areas within the County.

4. Create incentives in the Zoning and or Subdivision ordinance to achieve development that protects scenic areas but allows for economic use of land.

Federal / State / County Natural Resources Coordination Goal 1

Elmore County calls upon the federal and state natural resource management agencies to coordinate in advance, with the Board of Elmore County Commissioners, any proposed actions which will impact either the federally or state managed lands in Elmore County because of the relationship between public land actions and the corresponding impact on private land properties plus the historically developed custom and culture of the County.

Federal / State / County Natural Resources Coordination Goal 2

Implement land management practices that greatly reduce the risk of wildfire, including harvesting of timber and grazing.

Federal / State / County Natural Resources Coordination Objectives

1. Federal and State natural resource management agencies must coordinate their agency actions with the Board of Elmore County Commissioners by providing to the Board in a timely manner, prior to taking official action, a report on the proposed action, the purpose, objectives and estimated impacts of such action and the economic impact.

2. Create a Federal / State / County Natural Resources Coordination Committee comprised of county residents, consultants and County Officials to monitor proposed federal and state agency actions and insure ongoing interagency coordination with the Elmore County Board of Commissioners.

Chapter 7 - Hazardous Areas

Hazardous Areas are portions of the County that warrant attention and where development should be controlled by Conditional Use Permits or should possibly even be 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. There are numerous hazardous areas in the County; however, with preparation and caution, the public can generally use them. The exceptions are the Mountain Home Air Force Base, which is a restricted military facility; the Union Pacific Railroad Mainline Corridor, which is also a restricted use facility; the Mountain Home Airport; and County landfills which have restricted access. The Simco Road District may also contain hazardous sites or areas because of potential heavy industrial development. Another beautiful but potentially hazardous area is the shear canyon walls along the South Fork of the Boise River near Prairie.

A flood hazard ordinance has been adopted by the Elmore County Commissioners in compliance with the Federal Emergency Management Agency (FEMA). This ordinance provides control measures with effective enforcement provisions in flood prone areas. FEMA maps are on file in the Elmore County Land Use and Building Department office. Map #10 in the map appendix is an overall flood hazard map of the County.

Hazardous Areas Goal 1

To ensure the safety of residents and the protection of property.

Hazardous Area Objectives:

1. Recognize that the Simco Road District may be a suitable location for waste handling and processing, and industrial activities, subject to detailed engineering studies and technical analysis which document environmental and land use compatibility.

2. Discourage development in or near natural hazardous areas, such as airports, power line corridors, electrical substations, flood plains, unstable soil areas and steep slopes, high velocity wind and storm prone areas, except for industries, which may require these conditions.

3. Discourage development near solid waste disposal areas unless it is an ancillary use.

4. Conduct further studies to determine if any other areas of the County should be considered hazardous. Create and update a countywide hazard map.

Chapter 8 - Public Services, Facilities and Utilities

Major elements in developing land use plans are public utilities, namely water and sewer facilities, communications, power, gas and also road development / access. Sewer facilities and roadways in and around the incorporated areas are the most critical since they are more costly to construct and maintain. With urban densities, approved waste treatment facilities are required for public health purposes.

Water Supply and Distribution

Mountain Home, Glenns Ferry, King Hill, Atlanta, and the Mountain Home Air Force Base have their own municipal water supply system with adequate water for existing population. County residents depend upon individual wells for potable water supplies. Some subdivisions have a central water supply, which is shared by all lot owners within the development. In recent years there has been an increased strain on the aquifers within Elmore County. Future growth must take into consideration that there may be limited water availability.

Sewage Facilities

Mountain Home, Glenns Ferry, and the Mountain Home Air Force Base each have public waste treatment facilities. Unincorporated areas of the County have individual septic tanks and drain fields, or in a few cases, joint collector/treatment systems. Both the Mountain Home and Glenns Ferry systems are large enough to accept moderate projected growth. Areas outside the cities have to develop waste treatment by:

1) Annexing into the city and acquiring sewer service.
2) Developing with low enough density to allow individual septic tanks and drain fields.
3) Developing package treatment systems.
4) Forming a sewer district and constructing facilities.

Communications

Seven private companies provide telephone and Internet service to Elmore County. Television and radio signals are received from Boise, Nampa, and Twin Falls. Cable TV is also available in the County. Four newspapers are published locally within the County. Post Offices are located in Glenns Ferry, Hammett, Mountain Home Air Force Base, and Mountain Home. The western part of the County has mail delivery service direct from Boise. Mail delivery for the balance of the County is processed in Mountain Home.

Power

The Idaho Power Company supplies electrical power to a major part of the County. A private power company supplies power to the Atlanta area. Map #11 in the map appendix shows the location of major power lines within the County.

Gas

Natural gas is available in Glenns Ferry and Mountain Home areas plus the Mountain Home Air Force Base, supplied by Intermountain Gas Company. Propane is supplied to Atlanta and other outlying areas in the County by two private companies. Map #11 in the map appendix shows the location of major gas lines within the County.

Public Safety:

The Cities of Glenns Ferry and Mountain Home have their own fire departments. There are five rural fire districts in the County. These are located in the Chattin Flats area near Grandview, around the City of Mountain Home, King Hill, Atlanta and Oasis. Map #7 in the map appendix shows the location of fire districts within the County. Mountain Home Air Base has its own firefighting crew and equipment for on-Base fires. The Mountain Home Air Base has consistently provided firefighting assistance to Elmore County residents even outside of the base boundary demonstrating their good will and community support.

The City of Mountain Home has a certified police department. The Air Base has a security police force. County residents rely on the Elmore County Sheriff Department for law enforcement. Deputies are located in Mountain Home, Glenns Ferry, and the Pine/Featherville area. A deputy is in Atlanta and Prairie on a part time basis. Elmore County also has a well-managed Emergency Enhanced 911 system in place including updated addressing and mapping records. Map #12 in the map appendix shows the defined locations used by public safety entities within the County.

Public Health

Public health services are available in the County. The Department of Health and Welfare has offices in Mountain Home that provide a full range of services. The Central District Health Department has a Senior Environmental Health Specialist who works very closely with the County on environmental issues such as sanitation, solid waste disposal, water and food safety, and air pollution. It is vital for the County to maintain a good working relationship with the Senior Environmental Health Specialist. Public health nurses provide services such as public immunization, school nursing, health clinics, aid and home care to senior citizens, and many other services.

Mountain Home has a number of dentists and doctors and a fully staffed hospital and nursing home. There is a fully staffed Hospital at the Mountain Home Air Force Base. A health center is located in Glenns Ferry. Elmore County and Mountain Home have a full time ambulance service and volunteer EMT services are available throughout the County.

Solid Waste

Solid waste is collected at central sites located in Pine, Hammett, King Hill, Atlanta, Mountain Home and Glenns Ferry. Additional centralized pick-up sites are needed throughout the County. Collections are taken to the Elmore County landfill for waste management. The City of Mountain Home operates a recycling service that is available to County residents.

Hazardous Waste

There are no approved hazardous waste disposal sites in Elmore County. There is an approved hazardous waste disposal site in Owyhee County that can be accessed through Elmore County.

Public Education

There are three school districts located totally within Elmore County. District 192, located in Glenns Ferry, maintains a high school, junior high and elementary school. District 193 located in Mountain Home has an elementary school in Atlanta and Pine plus elementary, junior and senior high schools located in Mountain Home. Prairie, District 191, has only an elementary school; high school students must go out of the district. Some Elmore County students go outside of the County to attend schools in District 365 in Owyhee County. Map #2 in the map appendix shows the locations of School Districts within the County.

Most students go out of the County for higher education; however, selected college degree courses and degree programs are available at Mountain Home Air Force Base where the public is invited to participate. Public owned libraries are maintained in Mountain Home, Glenns Ferry, Atlanta, Pine and Prairie.

Community Services

Public services, facilities, and utilities comprise the core infrastructure that creates a community. Without these services, communities could not grow and develop. Elmore County residents have demonstrated a strong desire to improve public services, facilities, and utilities that would allow continued growth and enhance the quality of life throughout the County. The following goals and objectives are incorporated into the Elmore County Comprehensive Plan to address citizen desires.

Public Services Goal 1

Protect and maintain Elmore County's quality lifestyle by enhancing existing public safety and public services, facilities, and utilities; and by promoting and developing new services, facilities, and utilities, where needed, to encourage compatible growth and development.

Public Services Goal 2

Elmore County strives to work in partnership with all utility providers that serve the Elmore County to provide reliable services that meet existing demands and future growth. In order to balance the interests of providing quality utility services, utility designs must minimize their impact on public health, safety and welfare, community aesthetics and the integrity of the Elmore County’s residential neighborhoods.

Public Services Goal 3

Support the development of public utility facilities to meet public needs.

Public Service Objectives - Water Supply and Distribution

1. Encourage and promote water conservation to protect local water resources.

2. Encourage and promote water development projects on the Snake River and other watersheds, which enhance the County's agricultural industry and the longevity of Mountain Home Air Force Base.

3. Support water development and conservation projects on the Boise River and other watersheds within the County.

4. Guide growth to areas of the County where there is adequate water for development.

5. Encourage new residential development to connect to existing central water systems, which can be expanded.

Public Service Objectives - Waste Treatment Facilities

1. In cases where sewage disposal systems are to be considered, they should be accepted only after a thorough study by local health authorities has shown that no possibility of surface or subsurface pollution exists.

2. Encourage and promote development of heavy industrial facilities in the Simco Road District to provide a core area for industrial services and utilities.

Public Service Objectives - Communication

1. Encourage development of advanced technology in communication systems throughout the County.

2. New or additional communication towers may not be approved if other facilities are available for use.

3. Elmore County will seek to cluster communication facilities rather than disburse facilities throughout the County.

4. Continue to support the E911 system and upgrade the mapping system as needed.

5. Support development of a US Post Office in the Pine / Featherville Community.

6. Support expansion of communication infrastructure to accommodate growth.

Public Service Objectives - Electrical Power

1. Work with Idaho Power Company to promote the development of energy services and public facilities to meet public needs.

2. Encourage the enhancement of the electric system capacity and reliability.

3. Encourage the enhancement of the capacity and reliability of renewable energy resources

4. Encourage the multiple-use of utility corridors by utility providers.

5. Support siting of utility to ensure that they connect to similar facilities in adjacent jurisdictions.

6. Recognize the need for long-range planning and build out of electrical infrastructure as detailed in the Eastern Treasure Valley Electrical Plan (ETVEP), developed by a local Community Advisory Committee. See Map #11A in the map appendix for the conceptual locations of future electrical infrastructure.

7. Recognize that the ETVEP is a conceptual plan and is the first step in planning for new and upgraded transmission lines and substations. Each project will still require jurisdictional approval and will be subject to the public siting process.

8. Support longer term (10 to 15-year) conditional use permits to enable utilities to purchase sites well in advance of needing to build the facility.

9. Support siting of utility corridors within identified or designated transportation corridors and allow the appropriate placement of electric facilities on public rights-of-way.

10. Support the protection of wetlands and other critical areas and recognize that electric facilities sometimes must cross these areas, and that access is essential for repair and maintenance of the facilities.

11. Recognize other types and sources of energy beyond the existing electrical infrastructure have a role to play in the future of Elmore County (e.g. solar, wind, gas).

12. Promote conservation of energy through support of public education, incentives and other tools that encourage conservation.

13. Recognize Idaho Power’s obligations to serve all of its customers. The Idaho Public Utilities Commission (IPUC) provides a forum, available to the city and the general public, for consideration and

determination of matters involving appropriate levels of service and the allocation of costs associated with providing that service.

14. Consider adopting and implementing guidelines and standards for energy conservation practices.

15. Incorporate energy conservation requirements as approval criteria for planned communities and planned unit developments.

16. Create and use incentives for energy-efficient design in private development and construction.

17. Partner with Idaho Power to develop and promote sustainability programs for new construction and development as well as for existing businesses and homes.

18. Encourage the enhancement of the capacity and reliability of renewable energy resources.

19. Recognize that the community of Atlanta is on separate electrical grid and support electrical service development in the area.

Public Service Objectives - Gas

1. Encourage and promote a natural gas company to develop reliable industrial capacity gas service to the Mayfield and Simco Road District plus other areas within the County.

Public Service Objectives - Public Safety

1. Seek additional deputies for the Elmore County Sheriff's Department to provide frequent assistance to residents in all Communities within the County.

Public Service Objectives - Public Health

1. Encourage and promote enhancement of the rural health and public health nurse programs for all of the communities in Elmore County.

2. Continue to support expansion of the Central District Health Department programs for all of the communities in Elmore County.

Public Service Objectives - Solid Waste

1. Develop solid waste disposal policies and procedures based upon analyzing:
   a. effects on the environment.
   b. growth patterns and existing population areas
   c. land use requirements
   d. transportation costs

2. Work with local officials and continue to develop and maintain approved solid waste disposal landfills and programs that meet ongoing disposal needs in every Community within the County.

3. Designate new solid waste collection and transfer stations when necessary.

4. Take actions to ensure reliable, scheduled solid waste pick-up service for all Communities in Elmore County.

5. Work with local officials and residents to establish an approved solid waste recycling program to meet the needs of every Community within the County.

Public Service Objectives - Hazardous Materials and Waste

1. Recognize that the Simco Road District may be a suitable location for hazardous material handling and waste processing industrial activities, subject to detailed engineering studies and technical analysis which document environmental and land use compatibility.

2. Continue to work with citizens, landowners, business and government officials to locate hazardous materials and waste facilities, which are compatible with the surrounding environmental setting and land use.

Public Service Objectives - Public Education

1. Continue to support higher educational services within the County and at the Mountain Home Air Force Base.

2. Continue to support and enhance the elementary schools at Prairie, Pine, and Atlanta and all schools within Elmore County.

3. Encourage and support local school improvement projects, which strengthen educational and cultural programs.

4. Encourage expansion of the higher education programs at the Mountain Home Air Force Base.

Public Service Objectives – Airports

1. Support the City of Mountain Home's Airport Layout Plan Update.

2. Support the use and improvement of the Glenns Ferry Airport.

Chapter 9 - Transportation

Elmore County is served by an interconnected system of highway, rail, bus, and street traffic facilities. The system generally provides adequate service to meet current needs for moving people and goods within and beyond the County with the exception of roads in the mountainous communities.

Highway, Road, and Street Systems:

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 exists from I-84. There are also I-84 exits at Simco Road, Cold Springs, Hammett, Glenns Ferry, Paradise Valley and King Hill. Each exit provides adequate on-off ramps for easy access with the exception of the Cold Springs Exit and the west Glenns Ferry exit, which has ramp limitations. The County has been working with the Idaho Department of Transportation to upgrade the ramps with limitation. 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.

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. 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.

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. Numerous County arterial and major access roads need to be improved and paved to meet future growth and traffic safety needs.

Map #13 in the Map Appendix provides transportation information within the County.

Bus Transportation: Commercial bus service is available through Greyhound Bus Company. Charter buses can be rented in Boise.

Rail Service: Elmore County is served by the main line of the Union Pacific Railroad, with sidings at Mountain Home, Glenns Ferry, Hammett and the Idaho Waste Site.

Air Service: There is no scheduled public air service in Elmore County; however, scheduled commercial service is available in Boise. The City of Mountain Home maintains a 4,650 foot paved lighted airfield runway and some airport facilities west of the City along Highway 67. The City of Glenns Ferry maintains a 3,000 foot paved airstrip. There are rural landing strips located at Prairie, Pine, Atlanta and on the Middle Fork Road near Phifer and Swanholm Creeks.

Local Highway Districts: Within Elmore County there are three Local Highway Districts; Atlanta, Glenns Ferry and Mountain Home Districts. Map #6 in the Map Appendix shows a breakdown of Highway District Boundaries within the County.

Transportation Goal 1

To provide a comprehensive improved safe transportation and circulation system that will accommodate present and future needs of the County including residential, commercial, industrial and public development.

Transportation Goal 2

To provide safe, all-weather roadways constructed to an engineering standard in all new developments, with access to every parcel or lot in the development without land locking any parcel.

Transportation Goal 3

Safe roadways in Elmore County will include properly engineered and constructed improvements such as adequate lane widths, turning lanes, passing lanes, driveway approaches, intersections, signage and drainage facilities to ensure safe traffic and access operations.

Transportation Goal 4

To help each of the Highway Districts in Elmore County create and adopt a uniform set of road standards as to facilitate all-weather road construction throughout all areas and Communities of Elmore County.

Transportation Objectives:

1. When new development occurs adjacent to existing development the transportation system should be improved and extended into the newly developing area.

2. Improve the Mountain Home and Glenns Ferry airports and seek funding to update airport Master Plans and airfield improvements.

3. Encourage the Local Highway Technical Assistance Council to provide technical support to all Highway Districts in Elmore County to achieve a uniform set of paved roadway construction standards.

4. Encourage the development of bicycle and pedestrian paths as needed in new and existing development.

5. Support and pursue funding to improve Simco Road for commercial traffic and designated hazardous waste traffic.

6. Support expansion of the west Glenns Ferry I-84 interchange to allow full traffic use with complete on and off ramps.

7. Encourage and pursue development of an industrial capacity railroad siding in the Simco Road District.

8. Work with each of the three Highway Districts in the County to adopt flexible roadway design and construction standards for paved roadways to help developers and realtors better understand the road building process and associated costs.

9. Encourage and pursue improvement of roads, which access Rocky Bar and Atlanta plus the Elmore County side of Arrowrock Reservoir.

10. Support a new I-84 interchange at Tipanuk with full on and off ramps.

11. Work with the Mountain Home Highway District and other districts to conduct joint public hearings and meetings with County Officials to help citizens understand the road-building process and associated costs / benefits.

12. Support a new signalized intersection and signage at the Air Base Highway and Grand View Highway intersection.

13. Support development of a full facility rest stop on Highway 20 at the Pine/Featherville Road junction with turn lanes and signage.

14. Support development of a full-use industrial railroad siding in the Simco Road District to stimulate economic development and industrial expansion.

15. Support further development of railroad sidings within Elmore County to promote additional economic development.

16. When necessary, limit the approaches to major roadways to enhance traffic safety.

Chapter 10 - 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 nearest snow skiing facilities are at Soldier Mountain in Camas County to the east and Bogus Basin above Boise to the north. Sun Valley, one of the country's favorite ski resorts, is about a hundred miles from Mountain Home.

The Sawtooth Mountains, located in the northern region of the County and a part of the Sawtooth National Recreation Area, provide backpacking, hiking, climbing, and fishing. Abundant trails and breath-taking scenery afford the traveler a never-to-be-forgotten experience. Motorized vehicles are restricted in this area. The North, Middle, and South Forks of the Boise River provide hunting, fishing, camping, river floating, and outstanding scenery. Public campgrounds (Forest Service and BLM) along these streams are heavily used. Commercial trailer parks and motels are also available in the area.

Anderson Ranch Dam on the South Fork of the Boise River is one of the favorite spots for boating, fishing, and water-skiing. Boat launching ramps are available. There are also areas where boats can be put in the water without launching ramps. Trout, small-mouthed bass, and kokanee salmon are the main fish in the reservoir. Little Camas Reservoir is a popular fishing and float-tubing area. Mountain Home Reservoir, used for irrigation storage, is regularly stocked with fish by the Idaho Fish and Game Department under an agreement with the Mountain Home Irrigation District.

Over half of Arrowrock Reservoir is in the County, but this irrigation storage reservoir is subject to rapid drawdown, which limits boating, and fishing to early summer use. All boat ramps are across the lake in Boise County. Motorbike riding on the terraces below the high water line is popular after the water level is lowered. The upper end of Lucky Peak Reservoir is also partly in Elmore County. This reservoir is used heavily for boating, skiing, fishing, camping, and picnicking; however, there are no road entrances to the reservoir from Elmore County. The C.J. Strike Reservoir, located on the Snake River between Elmore and Owyhee Counties, is a popular area for boating, water skiing, fishing, hunting, and camping. The Snake River, which flows across the entire width of the County, is paradise to outdoor enthusiasts.

Snowmobiling and cross-country skiing are very popular winter recreational activities. The area from Little Camas Reservoir east to the County boundary has become one of the more favored locations. Those who like country that is more mountainous go farther north to Pine, Featherville, Prairie, Fall Creek and Atlanta.

The Cities of Mountain Home and Glenns Ferry sponsor recreational activities throughout the year, but more intensely in the summer. All ages are involved, and many types of activities are available: swimming, golfing, basketball, tennis, and numerous handicrafts. Local school districts assist by making available indoor and outdoor facilities for this program.

The accessible mountain areas within Elmore County are prime locations for recreational home sites. Development of recreational and summer home sites continues to be an ongoing process in Pine, Featherville, Prairie, Fall Creek, and Atlanta

The areas receiving the most recreational use are along the South, Middle, and North Forks of the Boise River. The County's prime recreation area is located upstream from Arrowrock Dam along the South Fork of the Boise River. The area below Anderson Ranch Dam is heavily used by rafters, fly fisherman and campers. The stretch of the river from Anderson Ranch Dam upstream through Featherville has the greatest potential for impact resulting from the concentration of people and the use of the recreational facilities along the river.

The Middle Fork of the Boise River is being used at about the same participation rate as the South Fork, but the use on the North Fork is less than a quarter of that amount. Most of the private land on the Middle Fork is around Atlanta. The North Fork area is primarily public land. The plans of the Forest Service in these areas are to maintain the scenic and recreational qualities as much as possible with emphasis on mixed-usage.

Recreation Goal 1

Promote the development of adequate recreational facilities and the concept of multiple use management on all public lands, streams, and rivers in Elmore County.

Recreation Goal 2

Promote the development of public and private recreational facilities in each of the Communities within Elmore County.

Recreation Objectives:

1. Encourage developments that will maintain the aesthetic and scenic value of the area with the least possible disturbance to soil, vegetation, and water.

2. Encourage development of additional campsites, parking, and boating facilities in the South, Middle, and North Forks of the Boise River plus the Snake River and C.J. Strike Reservoir, Anderson Ranch Reservoir and the slack waters of Arrow Rock Reservoir.

3. Encourage private, federal, state, and local interest to provide and maintain adequate access and sanitary utilities for recreational sites.

4. Encourage equitable draw down of water levels of Anderson Dam consistent with irrigation and multiple-use management needs.

5. Encourage and support improved access to Arrowrock Reservoir and development of campsites, parking, and boating facilities on the Elmore County side of the reservoir.

6. Work with the Idaho Department of Transportation and the appropriate highway districts to improve signage to all recreational areas within Elmore County.

7. Support development of an off roadway multi-use pathway between Pine and Featherville for year-round recreational use. Also, support development of an off roadway multi-use pathway in the Communities of Fall Creek, Prairie, and Atlanta for year-round recreational use to promote tourism and economic development.

8. Support the State’s recognition of the "Idaho Centennial Trail".

9. Support recreation programs of the Recreation District’s within Elmore County.

10. Maintain a recreation zone to facilitate recreation and tourism development plus stimulate community development and attract investment in the Communities of Atlanta, Pine, Featherville, Fall Creek and Prairie.

11. Support and promote the Idaho-Oregon Snake River Water Trail.

Chapter 11 - Special Areas or Sites

Special Area or Sites in Elmore County are given the special planning designation of "Areas of Critical Concern." There are areas within the County that constitute special areas or sites that warrant detailed review and attention. Any development proposal in an Area of Critical should be controlled by special use permits or should possibly be restricted. These areas have been identified by citizens and the Planning and Zoning Commission and recommended to the Elmore County Commissioners for special consideration.

In addition to Areas of Critical Concern there are numerous historical areas that are certainly special to local residents. Some historical sites in the County have been destroyed or disturbed. Old buildings in Rocky Bar that were of great interest and played a significant part in the early history of the County have been demolished in the past few years. Development, farming, and wind erosion have erased portions of the Old Oregon Trail. The Idaho State Historical Society is encouraging citizens to protect what remains of the Old Oregon Trail. It is also believed that there are many unmarked graves along the Old Oregon Trail. The northern part of the County is spotted with old cemeteries and graves. Through the years, many of these graves have become overgrown and markers have disintegrated with age or have been destroyed. **IDAHO CODE §§ 27-501** through **27-504** was implemented in 1984 for the protection of graves. It is unlawful to disturb or desecrate graves.

Throughout Elmore County are significant nesting, reproduction, and feeding grounds for wildlife and waterfowl. Generally, these areas are also special recreation and hunting areas for outdoor enthusiasts. All waterways, lakes, reservoirs, and water structures in Elmore County are special areas because of the limited water supply for wildlife, agricultural, domestic, and recreational uses.

Areas of Critical Concern

Areas of Critical Concern within Elmore County include 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 special areas contain the critical winter and summer range for wildlife as well as summer range for livestock. Within these areas some soils are classed as highly erosive and there are slopes that are too steep for active use.

The Simco Road District is also an area of critical concern since it is designated for heavy industrial development. This area is suitable for heavy industrial uses, however, a detailed conditional use permit process based on engineering/planning analysis must be used to insure compatible development and safe environmental management practices.

The Middle Snake River is a "Working River" which does not exclude agricultural, energy production, and recreation uses. This portion of the Snake River should remain in multiple-use Working River status. The county's "Areas of Critical Concern" designation does not apply to the Snake River within Elmore County at this time. Further study is needed to consider this possible planning designation for the Snake River.

The area near the I-84 Fairfield Interchange is of great concern to both the City of Mountain Home and the County. This is a groundwater recharge area, which supplies water for agricultural and domestic use for county residents. It supplies water to the City of Mountain Home via deep wells. Development in this and other sensitive groundwater recharge areas may be controlled using geotechnical and hydrological studies on a case-by-case basis to demonstrate that there will be little or no impact on current and future water supplies. In addition, this area is important to the growth of the City of Mountain Home because this is the only area where city utilities are available north of Interstate 84.

These areas all have a major impact on the County in that they contribute to the quality of life, the commerce and to historical and natural resources. Special consideration is necessary when evaluating development proposals in these areas.

Areas of Critical Concern Goal 1

To protect and preserve the unique features and land characteristics in these areas that has been designated for additional consideration.

Areas of Critical Concern Goal 2

To implement a special land use review and hearing procedure following the CUP process to fully evaluate any development proposals in any Area of Critical Concern.

Areas of Critical Concern Objectives:

1. Discourage encroachment on lands that contain important feeding grounds for wildlife.

2. Encourage preservation of summer range for livestock within the recreation area.

3. To the extent possible, preserve the historical and natural resources within Areas of Critical Concern.

4. Monitor and regulate development north of the I-84 Fairfield Interchange to ensure the protection and preservation of the groundwater recharge area.

5. Recognize all areas of critical concern and promote better management of the soils, water, and environment.

6. Recognize that the Simco Road District may be suitable for heavy industrial development and work to reserve this area for active industrial use without incompatible encroachment.

7. Support additional study of the Snake River corridor and work with citizens to determine a possible Area of Critical Concern designation along the Snake River in the future.

8. Develop and administer a special permit evaluation procedure for all development applications within any "Area of Critical Concern".

Special Area Goal 1

To preserve special sites within the County and encourage multiple-use management of special areas.

Special Area Objectives:

1. Continue to identify and monitor the use of special areas such as historic, architectural, archeological, ecological, and scenic sites.

2. Encourage the preservation of identified or newly discovered special areas and sites.

3. Discourage development in special sites or areas that is not compatible with the environmental setting or character of the area.

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

Chapter 12 - Housing

Housing types and occupancy rates made major changes from 1990 to 2000. The number of total housing units increased by 24% during this ten-year period. The City of Mountain Home added 1,217 dwelling units from 2004 to 2014. Elmore County added 2,536 dwelling units from 2004 to 2014. Data presented in Table #8 presents Elmore County's dwelling units for 1980, 1990, 2000, 2004 and 2014.

Table #8
Elmore County Comprehensive Plan
Historical and Current Dwelling Units

Year	1980	1990	2000	2004	2014
Total Housing Units	8,055	8,430	10,527	10,883	13,419

Source: Idaho Department of Commerce, 2004 Elmore County Comprehensive Plan, City of Mountain Home, Elmore County Land Use and Building Department.

Land values are projected to remain affordable in Elmore County throughout the near term planning period. Land affordability and availability will continue to drive an increase in Elmore County housing production during the next 15 years. There will also be an increase in Elmore County households occupied by people who work in Ada County but reside in Elmore County due to affordable land and housing costs. This trend may increase during the next 10 year planning period.

Housing projections are presented in Table #9. The demographic projections contained within this Comprehensive Plan, a 3% increase, indicates that during the next ten years, 4,626 new, permanent dwelling units.

Table #9
Elmore County Comprehensive Plan
2030 Forecast Housing Units

Year	2005	2010	2014	2020	2025	2030
Total Housing Units	11,140	12,750	13,419	15,557	18,045	20,752

Source: 2004 Elmore County Comprehensive Plan, City of Mountain Home, Elmore County Land Use and Building Department

Adequate housing is a critical need in Elmore County. Even though most of the new housing development is expected to occur within or adjacent to incorporated communities, there are many residents who prefer rural living and enjoy a small acreage in the county.

Currently there are 229 homes or 1.71% for sale within Elmore County.

The following goals and objectives support citizen desires for good housing opportunities throughout Elmore County.

Housing Goal 1

To set aside adequate areas for housing that will accommodate present and anticipated residential growth and to implement zoning as a way to safeguard property rights and quality of life.

Housing Goal 2

Adequate affordable housing should be available throughout the County to meet the needs of all socio-economic backgrounds, such as the elderly, disabled and low, middle, upper income groups.

Housing Goal 3

To provide for a variety of housing types and developments to meet market demand.

Housing Objectives:

1. Land in the County that is contiguous with residential areas in Cities should be used for residential development and for the future growth of the city.

2. New subdivision developments located within the Impact Area around the cities require County approval before development occurs unless otherwise specified in a negotiated Area of City Impact Agreement.

3. Encourage public knowledge and awareness of zoning regulations and information in order to protect residential districts from intrusion of incompatible land uses.

4. Rehabilitate and clean up existing problem areas through citizen awareness, education, and enforcement of the appropriate ordinances.

5. Continue to work with Mountain Home Air Force Base regarding housing needs on the Base and within the County.

6. Discourage residential development in prime agricultural areas throughout the County.

7. Seek to minimize the conflicts between new housing developments and existing agricultural operations by designating areas for suburban housing preference and areas for agricultural preference.

8. Encourage residential Planned Unit Developments (PUD) to achieve residential clustering and conservation of agricultural and rural lands.

9. Support new housing developments near, adjacent to or within Areas of City Impact.

10. Discourage new housing development that is removed from Areas of City Impact and is located in productive or prime agricultural areas.

11. Maintain a cluster development ordinance that allows for some housing outside of hazardous areas while maintaining prime agricultural land and open space.

Chapter 13 - 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. Effective community development can be implemented through zoning and subdivision regulations plus planning and citizen involvement.

Within Elmore County, there are two incorporated Cities, eleven Unincorporated Communities and one District. The Mountain Home Air Force Base has the characteristics of a city but it is also a Community because of unincorporation, size and setting. These areas are shown below in Table #10.

Table #10
Elmore County Comprehensive Plan
City, Community, and District Planning Designation

Name	Planning Designation
Mountain Home	City
Glenns Ferry	City
King Hill	Unincorporated Community
Hammett	Unincorporated Community
Prairie	Unincorporated Community
Featherville	Unincorporated Community
Fall Creek	Unincorporated Community
Tipanuk	Unincorporated Community
Oasis	Unincorporated Community
Atlanta	Unincorporated Community
Mayfield	Unincorporated Community
Chattin Flats	Unincorporated Community
Pine	Unincorporated Community
Simco Road	District
Mountain Home Air Force Base	Military Installation

Source: 2004 Elmore County Comprehensive Plan and Elmore County Land Use and Building Department.

County officials originally visited each of these Cities, Communities and District during 2002 and 2003 to ask residents what type of growth and development, if any, they wanted to occur in their respective communities. The Elmore County Planning and Zoning Commission along with Elmore County Land Use and Building Department staff conducted community meetings in 2013 at the following locations:

Agency Meeting – 5/15/13 – American Legion Hall
Mountain Home Vicinity – 6/19/13 – American Legion Hall
Oasis / Tipanuk Communities – 7/10/13 – Oasis Volunteer Fire District Firehouse
Pine / Featherville / Atlanta / Rocky Bar / Fall Creek Communities – 7/31/13 – Pine Senior Center
Prairie Community – 9/12/13 – Prairie Community Hall
Mayfield / Simco Road – 9/25/13 – Lord Ranch
Glenns Ferry / Hammett / King Hill Communities – 10/23/13 – Glenns Ferry City Hall
Planning and Zoning Commission Work Session – 1/15/14 – American Legion Hall

The information presented in the following Community Design Objectives resulted from meetings with County residents who shared their opinions and desires with County Officials.

Specific Community Design Objectives

Within this Elmore County Comprehensive Plan are additional specific Community Design Objectives for the communities of Hammett, King Hill, Prairie, Pine, Featherville, Fall Creek, Atlanta, Tipanuk, Chattin Flats, Mayfield, Simco Road, the Air Force Base Vicinity and suburban areas around Mountain Home and Glenns Ferry. These Community Design Objectives are shown on the following pages.

Please refer to the City of Mountain Home Comprehensive Plan and the City of Glenns Ferry Comprehensive Plan for specific information regarding community design planning in these cities and Areas of City Impact boundaries.

Suburban Mountain Home Vicinity

Community Design Concept - Suburban Mountain Home Vicinity
General Statement of Community Goals

1. **Private Property Rights**

   - Suburban Mountain Home residents desire that all ordinances implementing this plan will protect private property rights.

2. **Population**

   - Anticipate moderate to rapid residential growth and population increase due to available land for development and proximity to the City of Mountain Home and urban services.

3. **School Facilities and Transportation**

   - Continue to support development that will enhance not detract from any schools that serve the Suburban Mountain Home vicinity.

4. **Economic Development**

   - Encourage and support the continuation and expansion of the Mountain Home Air Force Base.
   - Encourage and support the continuation and expansion of the Mountain Home Economic Development office and business recruitment programs.
   - Encourage development that is sustainable and adds to the economic diversity of the area.
   - Encourage development that is funded by developers with minimal impact to the existing tax payers.

5. **Land Use**

   - Encourage new development to comply with the County Comprehensive Plan.
   - Continue the land use and density restrictions currently in place for the Mountain Home Aquifer Water Recharge Area.
   - Recognize that residential development should occur near the City of Mountain Home…but new development must blend and complement the existing rural lifestyle in the area.
   - Development within this area must minimize residential conflicts with agricultural operations and animals.
   - Dust control would be a necessary approval criterion for any new development in this area.
   - Animal Units should be reevaluated in this area to better reflect the small parcel developments.
   - Any new Planned Community should not have a negative impact or be detrimental on the economic and housing viability of Mountain Home.

6. **Natural Resources**

   - Protect the Mountain Home Aquifer Water Recharge Area from incompatible land use encroachment and development to preserve community drinking water.

7. **Hazardous Areas**

   - In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development

8. **Public Services, Facilities and Utilities**

- Support development of centralized community utilities such as sewer and/or water to serve new clustered developments in the suburban areas.
- Do not force urban type services on existing developments unless requested by residents.
- Incorporate dust control in all new development projects.
- Develop a new large signage posting procedure to notify residents of land use changes, development applications and hearings.

9. Transportation

- Create a road improvement standard for any development within the Suburban Mountain Home area to prevent dust problems and allow all-weather usage.
- Improve local roads.

10. Recreation

- Work with the State, BLM and Forest Service and other Federal agencies to make more land accessible and available for public recreation, especially during summer and fall seasons.

11. Special Areas or Sites

- Support year-round access to public lands for recreational use.
- Protect the Suburban Mountain Home rural areas from incompatible land use encroachment and development to preserve its special setting as a premier suburban and hobby farm environment.

12. Housing

- Promote new affordable housing and rehabilitation of existing homes for residents of all income levels.

13. Community Design

- Encourage and support the continuation and expansion of the Mountain Home Air Force Base.
- Encourage and support the continuation of suburban residential land uses and hobby farms within an approximate 2-mile radius outside the City of Mountain Home. Land areas near Mountain Home but beyond the 2-mile radius should be preserved for agricultural and Ag related developments.

14. Implementation

- Develop a new large signage posting procedure to notify residents of land use changes, development applications and hearings.
- Work with the City of Mountain Home to revise and update the Area of City Impact Agreement.

Suburban Glenns Ferry Vicinity

Community Design Concept - Suburban Glenns Ferry Vicinity
General Statement of Community Goals

1. **Private Property Rights**

    - Suburban Glenns Ferry residents desire that all ordinances implementing this plan will protect private property rights.

2. **Population**

    - Encourage residential growth and population increase due to available land for development and proximity to the City of Glenns Ferry and urban services.

3. **School Facilities and Transportation**

    - Continue to support development that will enhance not detract from any schools that serve the Suburban Glenns Ferry vicinity.

4. **Economic Development**

    - Encourage and support the continuation and expansion of the Southwest Idaho Rural Economic Development Board ("SWIRD") and business recruitment programs.
    - Complete a study of existing rail siding to expand economic development.

5. **Land Use**

    - Encourage new development to comply with the County Comprehensive Plan and City of Glenns Ferry Comprehensive Plan.
    - New development must blend and complement the existing rural lifestyle in the area.
    - Development within this area must minimize residential conflicts with agricultural operations and animals.
    - Dust control would be a necessary approval criterion for any new development in this area.
    - Animal Units should be reevaluated in this area to better reflect the small parcel developments.

6. **Natural Resources**

    - Protect any aquifer recharge area from incompatible land use encroachment and development to preserve community drinking water.
    - Protect the Snake River corridor from any incompatible land uses.

7. **Hazardous Areas**

    - In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development

8. **Public Services, Facilities and Utilities**

    - Support development of centralized community utilities such as sewer and/or water to serve new clustered developments in the suburban areas.
    - Do not force urban type services on existing developments unless requested by residents.
    - Incorporate dust control in all new development projects.

9. **Transportation**

- Maintain a road improvement standard for any development within the Suburban Glenns Ferry area.
- Improve local roads.
- Upgrade I-84 exits so Glenns Ferry will have two complete on and off ramp exits.

10. **Recreation**

- Work with the State, BLM and Forest Service and other Federal agencies to make more land accessible and available for public recreation, especially during summer and fall seasons.

11. **Special Areas or Sites**

- Support year-round access to public lands for recreational use.
- Protect the Suburban Glenns Ferry rural areas from incompatible land use encroachment and development to preserve its special setting as a premier suburban and hobby farm environment.

12. **Housing**

- Promote new affordable housing and rehabilitation of existing homes for residents of all income levels.

13. **Community Design**

- Encourage and support the continuation of suburban residential land uses and hobby farms within an approximate 2-mile radius outside the City of Glenns Ferry.
- Land areas near Glenns Ferry but beyond the 2-mile radius should be preserved for agricultural and Ag related developments.

14. **Implementation**

- Develop a new large signage posting procedure to notify residents of land use changes, development applications and hearings.
- Work with the City of Glenns Ferry to renegotiate the Area of City Impact Agreement.

King Hill Community

Community Design Concept - King Hill Community
General Statement of Community Goals

1. **Private Property Rights**

   - King Hill residents desire that all ordinances implementing this plan will protect private property rights.

2. **Population**

   - Anticipate slow residential growth and encourage new County residents to live and work in King Hill.

3. **School Facilities and Transportation**

   - Continue to support development that will enhance not detract from any schools that serve the King Hill community.

4. **Economic Development**

   - Continue to support and solicit new business to locate in King Hill that enhances the livability of the community.

5. **Land Use**

   - Encourage new development to comply with the County Comprehensive Plan. Create a rural residential zone and commercial zone for King Hill to avoid conflicts with agricultural developments.

6. **Natural Resources**

   - Protect the community from incompatible land use encroachment and development. Promote the Snake River as a "working river" and continue a multiple use management policy.

7. **Hazardous Areas**

   - In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development

8. **Public Services, Facilities and Utilities**

   - Continue to maintain and upgrade the community water systems to allow high quality drinking water at low cost.
   - Improve the trash collection site for King Hill.

9. **Transportation**

   - Improve local streets and request the ITD to upgrade signage indicating driving directions to King Hill.

10. **Recreation**

- Develop a community park along the Snake River to serve community residents and attract visitors. Work with the State, BLM and Forest Service and other Federal agencies to make more land accessible and available for public recreation, especially during summer and fall seasons.

11. Special Areas or Sites

- Consider a future study to evaluate an "Area of Critical Concern" or other appropriate designation along the Snake River to consider special development and land use review procedures.

12. Housing

- Promote new affordable housing and rehabilitation of existing homes for residents of all income levels.

13. Community Design

- Continue to encourage development that supports the small community/town atmosphere of King Hill.

14. Implementation

- Continue to plan community activities that are needed for growth but also protects the "quality of life" in King Hill.

Hammett Community

Community Design Concept - Hammett Community
General Statement of Community Goals

1. Private Property Rights

- Hammett residents desire that all ordinances implementing this plan will protect private property rights.

2. Population

- Anticipate rapid residential growth due to available, subdivideable land and irrigation water. Encourage new County residents to live and work in Hammett.

3. School Facilities and Transportation

- Continue to support development that will enhance not detract from any schools that serve the Hammett community.

4. Economic Development

- Continue to support and solicit new business to locate in Hammett that enhances the livability of the community.
- Look at rail siding to promote economic diversity and development.
- Support the expansion of existing wineries in the area.

5. Land Use

- Encourage new development to comply with the County Comprehensive Plan.
- Create a rural residential zone, a light industrial zone and a commercial zone for Hammett to avoid conflicts with agricultural developments.

6. Natural Resources

- Protect the Hammett rural and community areas from incompatible land use encroachment and development.
- Promote the Snake River as a "working river" and continue a multiple use management policy.

7. Hazardous Areas

- In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development

8. Public Services, Facilities and Utilities

- Continue to expand the electrical systems throughout the community and outlying areas at reasonable cost.

9. Transportation

- Improve local streets and roadways.
- Upgrade road signage as needed.

10. Recreation

- Develop a community park along the Snake River to serve community residents and attract visitors.
- Work with the State, BLM and Forest Service and other Federal agencies to make more land accessible and available for public recreation, especially during summer and fall seasons.

11. Special Areas or Sites

- Consider a future study to evaluate an "Area of Critical Concern" or other appropriate designation along the Snake River to consider special development and land use review procedures.
- Request community input on the location of future wind farms so they do not negatively affect the views of Hammett.

12. Housing

- Promote new affordable housing and rehabilitation of existing homes for residents of all income levels.

13. Community Design

- Continue to encourage development that supports the small community/town atmosphere of Hammett.

14. Implementation

- Continue to plan community activities that are needed for growth but also protects the "quality of life" in Hammett.

Prairie Community

Community Design Concept - Prairie Community
General Statement of Community Goals

1. Private Property Rights

- Prairie residents desire that all ordinances implementing this plan will protect private property rights.

2. Population

- Anticipate steady residential growth due to available, subdivideable recreation land and proximity to Mountain Home and Boise.
- Anticipate an increase in tourism-related population and development.

3. School Facilities and Transportation

- Continue to support development that will enhance not detract from the Prairie Community School District.

4. Economic Development

- Support new highway signage to give identity to Prairie Community.
- Support increased tourism-related services and new community jobs resulting from tourism developments.
- Upgrade electrical systems to ensure adequate energy for economic and community development.
- Call on federal agencies to better manage surrounding forest lands by harvesting timber to promote economic development.

5. Land Use

- Encourage new development to comply with the County Comprehensive Plan.
- Allow for recreation or residential zones for Prairie to reflect the actual type of subdivision development that will occur in the future.
- Call on federal agencies to adopt land management policies that reduce the risk of wildfire that potentially damage private property.
- Allow the sustainable harvest of timber from surrounding federal lands to promote economic development and further protect private property from wildfires.
- Request federal agencies salvage timber after wildfires and support the timely re-vegetation of wildfire affected areas.

6. Natural Resources

- Protect Smith Creek and all waterways and the Prairie rural and community areas from incompatible land use encroachment and development.
- Support advanced wildfire-fighting capability to protect the area from wildfire damage.
- Encourage re-vegetation to occur after all wildfires.
- Encourage and support mining and timber harvest to develop and continue in the Prairie area.

7. Hazardous Areas

- In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development

8. Public Services, Facilities and Utilities

- Continue to expand the electrical systems to get three-phase or at least adequate power throughout the community and outlying areas at reasonable cost.
- Support creation of a community fire district including a heated building for fire equipment and an ambulance.
- Support upgrading telephone and internet service.
- Support the addition of a cell tower in the Prairie area to give upgrade cell coverage to the area.
- Enhance the solid waste pick-up service with predictable schedules, additional dumpsters with lids.
- Support any improvements for emergency management or response.

9. Transportation

- Support a decomposed granite improved road standard for the community.
- Require all new development to be served by improved, all-weather roads to every lot or parcel.
- Request ITD to place signage at I-84 and other State highways identifying routes to Prairie.
- If desired by local residents, support the advertising of the Smith's Prairie landing strip to promote special tourism/recreation opportunities.

10. Recreation

- Develop a community park within the community to serve community residents and attract visitors.
- Allow for increased camping opportunities within the area.

11. Special Areas or Sites

- Support year-round access to public forest service lands.
- Work with the US Forest Service to open gates in the area and allow Prairie residents the opportunity to access public lands, especially during summer and fall seasons.

12. Housing

- Allow for recreation/tourism subdivision developments to stimulate primary and second-home development.
- Promote new affordable housing and rehabilitation of existing homes for residents of all income levels.

13. Community Design

- Continue to encourage development that supports the small community/town atmosphere of Prairie.

14. Implementation

- Continue to plan community activities that are needed for growth but also protects the "quality of life" in Prairie.

Pine, Featherville and Fall Creek Communities

Community Design Concept - Pine, Featherville and Fall Creek Communities
General Statement of Community Goals

1. Private Property Rights

- Pine, Featherville and Fall Creek residents desire that all ordinances implementing this plan will protect private property rights.

2. Population

- Anticipate rapid and steady residential growth due to tourism demand and proximity to Mountain Home and Boise.
- Anticipate an increase in tourism-related development, which will attract more visitors and residents.

3. School Facilities and Transportation

- Continue to support development that will enhance not detract from the Pine / Featherville Community School.

4. Economic Development

- Support new highway signage along I-84 and Highway 20 to give identity and visitor directions to the Pine, Featherville and Fall Creek Communities.
- Support increased tourism-related services and new community jobs resulting from tourism and recreation oriented developments.
- Upgrade electrical systems to ensure adequate energy for economic and community development.

5. Land Use

- Encourage new development to comply with the County Comprehensive Plan.
- Allow for a recreation zone for Pine and Featherville and Fall Creek to reflect the actual type of tourism developments that will occur in the future.
- Look into opportunities for enhanced recreational vehicle use.
- If necessary, create a commercial zone in each community core to allow and encourage business development.
- Encourage land swaps with federal agencies to create developable land parcels for tourism related services.
- Consider a corridor between Pine and Featherville to allow for snowmobile travel in winter.

6. Natural Resources

- Protect the Anderson Ranch Reservoir, the South Fork of the Boise River and all waterways in the Pine / Featherville / Fall Creek community areas from incompatible land use encroachment and development.
- Support advanced wildfire-fighting capability to protect the area from wildfire damage.
- Re-vegetation to occur after all wildfires.
- Encourage and support mining and timber harvest to develop and continue in the Pine / Featherville / Fall Creek areas.

7. Hazardous Areas

- In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development

8. Public Services, Facilities and Utilities

- Establish a new zip code for the three communities.
- Develop a new US Post Office to serve the Communities.
- Continue to expand the electrical systems to get reliable three-phase power throughout the community and outlying areas at reasonable cost.
- Support creation of a community fire district including a heated building for fire equipment and an ambulance.
- Upgrade to a modern, centralized community solid waste transfer facility.
- Create a system of recreational trails for year-round use.
- Support expansion of services to accommodate summer/winter residents and visitors.
- Support upgrading telephone service.
- Seek to install a community sign/message board near the entrance to each community to provide useful information.
- Support upgrading cell phone service in the area.

9. Transportation

- Require all new development to be served by improved, all-weather roads to every lot or parcel.
- Request ITD to place signage at I-84 and State Highway 20 identifying routes to Pine and Featherville and Fall Creek.
- Support new trails and use of existing roads for snowmobiles.
- Create a full service rest stop with turn lanes at the junction of Pine/Featherville Road and Highway 20.
- Support placement of guardrails near Lime Creek to improve driver safety.
- Pursue additional recreational opportunities with the airstrip in Pine.

10. Recreation

- Develop a community park within each community to serve community residents and attract visitors.
- Develop recreation facilities along the South Fork of the Boise River.
- Support development of an off-road multiple-use pathway between Pine and Featherville and Fall Creek to accommodate bicyclists, pedestrians, horses, and snowmobiles.
- Support additional camping facilities in the area.

11. Special Areas or Sites

- Protect the South Fork of the Boise River watershed to preserve water quality.
- Support year-round access to public forest service lands.
- Work with the US Forest Service to open gates in the area and allow Pine and Featherville residents the opportunity to access public lands, especially during summer and fall seasons.
- Realize that flood zones are a potentially hazardous area for development and ensure all development done in flood zones complies with all Federal, State and County regulations.

12. Housing

- Promote well designed subdivisions and housing that retains the aesthetic value of the area.
- Create a special overlay zone if necessary for Pine and Featherville, which allows recreation/tourism subdivision developments to stimulate primary and second-home development.
- Promote new affordable housing and rehabilitation of existing homes for residents of all income levels.

- Realize that secondary dwellings are necessary in the area for tourism.
- Help subdivisions maintain CC&R's.

13. Community Design

- Continue to encourage development that supports the tourism and recreation atmosphere of Pine and Featherville and Fall Creek.

14. Implementation

- Continue to plan and monitor activities that are needed to allow growth and that will protect the Pine/Featherville area.
- Continue to plan community activities that are needed for growth but also protect the "quality of life" in Pine, Featherville and Fall Creek.

Tipanuk Community

Community Design Concept - Tipanuk Community
General Statement of Community Goals

1. **Private Property Rights –**

   - Tipanuk residents desire that all ordinances implementing this plan will protect private property rights.

2. **Population**

   - Anticipate steady and moderate residential growth due to available, subdivideable land and proximity to Mountain Home and Boise.
   - Anticipate an increase in rural ranchette related population and development.

3. **School Facilities and Transportation**

   - Continue to support development that will enhance not detract from the schools which serve Tipanuk residents.
   - Identify and enhance several convenient school bus stops in the community for Tipanuk students.

4. **Economic Development**

   - Support new highway signage to give identity and directions to the Tipanuk Community.
   - Support new jobs in Mountain Home to help Tipanuk residents with employment.
   - Upgrade electrical systems to ensure adequate energy for economic and community development.

5. **Land Use**

   - Encourage new development to comply with the County Comprehensive Plan.
   - Consider dust control and dust abatement in all land use decisions within the community.
   - Maintain a Five- (5) acre minimum lot size overlay zone for the Tipanuk Community.
   - Maintain a road improvement standard for the Tipanuk Community.

6. **Natural Resources**

   - Protect all waterways and drains within the Tipanuk from incompatible land use encroachment and development.
   - Support advanced wildfire-fighting capability to protect the area from wildfire damage.
   - Re-vegetation to occur after all wildfires.

7. **Hazardous Areas**

   - In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development

8. **Public Services, Facilities and Utilities**

   - Continue to expand the electrical systems to get three-phase power throughout the community and outlying areas at reasonable cost.
   - Support creation of a rural Fire Protection District to protect the Tipanuk Community.
   - Create conveniently located household waste pickup sites for local residents.

9. **Transportation**
   - Maintain road improvement standards for the community.

- Require all new development to be served by improved, all-weather roads to every lot or parcel.
- Request ITD to place signage at I-84 and other State highways identifying routes to the Tipanuk.
- Support development of a new full interchange on I-84 to serve the Tipanuk Community.
- Request the Mountain Home Highway District to master plan a new public road in the Community to improve access between Ditto Creek Road and old Highway 30 and I-84 at Simco Road using an east / west roadway alignment along a section line.

10. Recreation

- Develop a community park within the area to serve community residents and attract visitors.
- Support a Multi-purpose community facility to include fire substation, park and community center in one central location.

11. Special Areas or Sites

- Support year-round access to public lands.
- Work with the State, BLM and Forest Service and other Federal agencies to make more land accessible and available for public recreation, especially during summer and fall seasons.

12. Housing

- Maintain a special five (5) acre minimum lot size overlay zone to allow subdivisions within the community while keeping a rural feel with low-density development.
- New construction shall be put on notice that Tipanuk is outside of a fire district and fire suppression services may not be available.

13. Community Design

- Continue to encourage development that supports the small community/family atmosphere of Tipanuk.
- Support placing "Tipanuk" on Federal, State and local maps for identity.

14. Implementation

- Continue to plan community activities that are needed for growth but also protects the "quality of life" in the Tipanuk.
- Support citizens of Tipanuk in the creation of a fire district.

Atlanta Community

Community Design Concept - Atlanta Community
General Statement of Community Goals

1. Private Property Rights

- Atlanta residents desire that all ordinances implementing this plan will protect private property rights.

2. Population

- Anticipate slow residential growth due to tourism demand and proximity to Boise.
- Anticipate an increase in tourism-related development, which will attract more visitors and residents.

3. School Facilities and Transportation

- Continue to maintain the Atlanta Community School building and Library as a community center and public use facility. Promote this building as a group reservation facility to bring new visitors and business to Atlanta.

4. Economic Development

- Support upgrading and widening of the Atlanta Road along the Middle Fork of the Boise River to stimulate travel and increase safety for residents and visitors.
- Support increased tourism-related services and new community jobs resulting from tourism and recreation oriented developments.
- Upgrade electrical systems to ensure adequate energy for economic and community development.

5. Land Use

- Encourage new development to comply with the County Comprehensive Plan.
- Allow for a Recreation Overlay Development Zone for Atlanta to reflect the actual type of tourism developments that will occur in the future.
- Allow and encourage new business development within the Atlanta Community.
- Encourage land swaps with federal agencies to create developable land parcels for tourism related services.
- Utilize the Conditional Use Permit (CUP) procedure to evaluate and process land development applications in Atlanta.

6. Natural Resources

- Protect the Middle Fork of the Boise River and all waterways and the Atlanta rural and community areas from incompatible land use encroachment and development.
- Support advanced wildfire-fighting capabilities to protect the area from wildfire damage.
- Re-vegetation to occur after all wildfires.
- Encourage and support mining and timber harvest to develop and continue in the Atlanta area.

7. Hazardous Areas

- In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development.

8. Public Services, Facilities and Utilities

- Continue to expand the electrical systems to get power throughout the community and outlying areas at reasonable cost.
- Support the development of alternate energy systems in Atlanta to allow business growth.
- Encourage Elmore County Officials to help fund the Atlanta Community fire and public safety services with County funding.
- Upgrade to a modern, centralized community solid waste transfer facility.
- Seek to install a community sign/message board near the entrance to the community to provide useful information.
- Support development of a community drinking water system.

9. Transportation

- Support a decomposed granite improved road standard for the community.
- Require all new development to be served by improved, all-weather roads to every lot or parcel.
- Create a system of multiple-use trails to accommodate summer recreation and winter snowmobiling for residents and visitors.

10. Recreation

- Enhance the community park within the community to serve community residents and attract visitors.
- Develop recreation facilities along the Middle Fork of the Boise River.
- Support development of an off-road multiple-use pathway between Atlanta and the power dam to accommodate bicyclists, pedestrians, horses, and snowmobiles.

11. Special Areas or Sites

- Protect the Middle Fork of the Boise River watershed to preserve water quality.
- Support year-round access to public forest service lands.
- Work with the US Forest Service to open gates in the area and allow Atlanta residents the opportunity to access public lands, especially during summer and fall seasons.

12. Housing

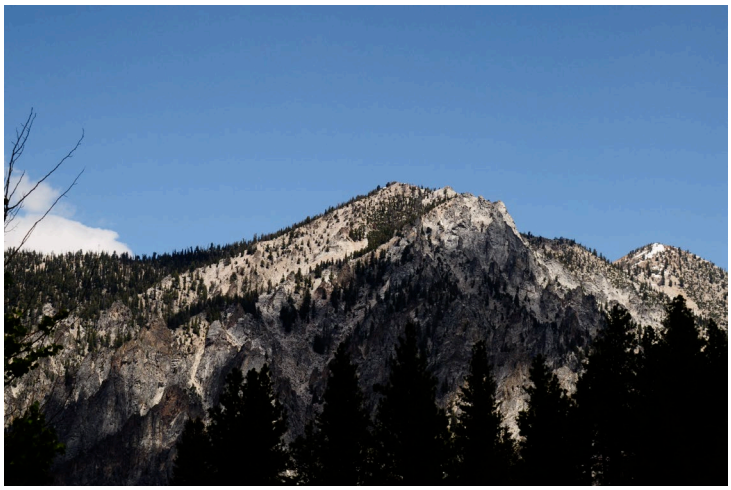
- Promote well designed subdivisions and housing that retains the historical and aesthetic value of the community area.
- Allow for a special Overlay Resort Development Zone for Atlanta, to stimulate recreation/tourism subdivision developments and related businesses.

13. Community Design

- Create a Recreation Overlay Development Zone for Atlanta to reflect the actual types of tourism developments that will occur in the future.
- Allow and encourage new business development within the Atlanta Community.
- Encourage land swaps with federal agencies to create developable land parcels for tourism related services.
- Continue to encourage development that supports the historical atmosphere of Atlanta.

14. Implementation

- Continue to plan and monitor activities that are needed to allow growth that will protect the Atlanta Community area.
- Continue to plan community activities that are needed for growth but also protect the "quality of life" in Atlanta.

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Mayfield Community

Community Design Concept - Mayfield Community
General Statement of Community Goals

Background

A planned community (Mayfield Townsite) was approved in 2011. Specific goals and objectives for this development are attached to the Comprehensive Plan as addendum #1. Development for Mayfield Townsite has failed to proceed at this time and the County is unsure if development will commence. Development on the scale and magnitude of Mayfield Townsite will have a great impact to the area. It is recommended that the County analyze this section of the Comprehensive Plan, along with the approvals of any planned community, on an annual basis so the plan can stay current with development trends in the Mayfield Community.

1. Private Property Rights

- Mayfield residents desire that all ordinances implementing this plan will protect private property rights.

2. Population

- Anticipate slow residential growth due to 10-acre minimum lot size overlay requirement.
- If Mayfield Townsite proceeds, development potential will increase corresponding to an increased population growth for the Community.

3. School Facilities and Transportation

- Continue to support development that will enhance not detract from any schools that serve the Mayfield community.

4. Economic Development

- Continue to support and solicit new business to locate in Mayfield and Simco Road areas, which enhances the livability of the community.

5. Land Use

- Encourage new development to comply with the County Comprehensive Plan.
- Analyze if PC / PUD developments are truly the desired form of development for the area.
- Consider alternative cluster developments to preserve open space, grazing and prime agriculture land.
- Consider dust control and dust abatement in all land use decisions within the community.

6. Natural Resources

- Protect creeks, drains and washes within the Mayfield rural and community areas from incompatible land use encroachment and development.
- Protect the foothills from wildfire and incompatible land use development.
- Encourage re-Vegetation to occur after wildfire.

7. Hazardous Areas

- In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development

8. Public Services, Facilities and Utilities

- Continue to encourage development of community water systems to conserve water but allow multiple connections for efficiency.
- Support development of a modern, centralized community solid waste transfer facility.
- Seek to install a community sign/message board near the entrance to the community to provide useful information.
- Continue to expand the electrical systems to get three-phase power throughout the community and outlying areas at reasonable cost.

9. Transportation

- Support an improved gravel road and paved road standard for the community.
- Require all new development to be served by improved, all-weather roads to every lot or parcel.
- Improve local access.
- Request the Mountain Home Highway District to continue road improvements for year-round use.

10. Recreation

- Work with the BLM and Forest Service to open gates in the area and allow Mayfield residents the opportunity to access public lands, especially during summer and fall seasons for recreation.
- Support a Multi-purpose community facility to include fire substation, park and community center in one central location.

11. Special Areas or Sites

- Support year-round access to public lands for recreational use.

12. Housing

- Promote new affordable housing and rehabilitation of existing homes for residents of all income levels.

13. Community Design

- Continue to encourage development that supports the small community/rural atmosphere of the Mayfield Community.

14. Implementation

- Continue to plan community activities that are needed for growth but also protects the "quality of life" in Mayfield.

Simco Road District

Community Design Concept - Simco Road District
General Statement of Community Goals

1. Private Property Rights

- Simco Road District residents desire that all ordinances implementing this plan will protect private property rights.

2. Population

- Anticipate very slow residential growth due to the heavy industrial zoning within the district.

3. School Facilities and Transportation

- Continue to support development that will enhance not detract from any schools that serve the Simco Road District.

4. Economic Development

- Continue to support and solicit new business industries to locate in Simco Road District to provide economic development opportunities for the County.

5. Land Use

- Encourage new development to comply with the County Comprehensive Plan.
- Continue to locate Heavy Industry in the Simco Road District.
- Continue the current "M2" zone within the district.
- Allow CAFO developments on a case-by-case basis.
- The intent of the Simco Road District Heavy Industrial Zoning is to reserve land for heavy industry and job creation following a detailed CUP procedure.
- Consider dust control and dust abatement in all land use decisions within the community.

6. Natural Resources

- Protect creeks, drains and washes within the Simco Road District rural areas from incompatible land use encroachment and development.
- Protect the foothills and rangeland from wildfire and incompatible land use development.
- Re-Vegetation to occur after wildfire.

7. Hazardous Areas

- In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development

8. Public Services, Facilities and Utilities

- Continue to encourage development of community water systems to conserve water but allow multiple connections for efficiency.
- Seek to install a community sign/message board near the entrance to the community to provide useful information.
- Continue to expand the electrical systems to get three-phase power throughout the Simco Road District and outlying areas at reasonable cost.

9. Transportation

- Support continued upgrading and paving of Simco Road.
- Support an improved road standard for the District.
- Require all new development to be served by improved, all-weather roads to every lot or parcel. Support a new I-84 interchange at Tipanuk to provide additional access to I-84 for the Simco Road District.
- Improve local access.
- Request the Mountain Home Highway District to continue road improvements for year-round use.

10. Recreation

- Work with the BLM and federal officials to allow Simco Road District residents the opportunity to access public lands, especially during summer and fall seasons for recreation.

11. Special Areas or Sites

- Support year-round access to public lands for recreational use.

12. Housing

- Promote rehabilitation of existing homes for residents of all income levels.

13. Community Design

- Continue to encourage development that supports the rural rangeland atmosphere of the Simco Road District.

14. Implementation

- Continue to plan community activities that are needed for growth but also protects the "quality of life" in Simco Road District.

Chattin Flats Community

Community Design Concept - Chattin Flats Community
General Statement of Community Goals

1. Private Property Rights

- Chattin Flats residents desire that all ordinances implementing this plan will protect private property rights.

2. Population

- Anticipate slow residential growth and encourage new County residents to live and work in Chattin Flats and Grand View.

3. School Facilities and Transportation

- Continue to support development that will enhance not detract from any schools that serve the Chattin Flats community.

4. Economic Development

- Continue to support and solicit new business to locate in Chattin Flats and Grand View areas, which enhance the livability of the community.

5. Land Use

- Encourage new development to comply with the County Comprehensive Plan.
- Consider dust control and dust abatement in all land use decisions within the community.
- Maintain a ten (10) acre minimum lot size overlay zone for the Chattin Flats Community for areas that may develop below the canyon rim.
- Create a road improvement standard for new development within the Chattin Flats Community to prevent dust problems and better manage dust issues.

6. Natural Resources

- Promote the Snake River as a "working river" and continue a multiple use management policy.
- Protect the Chattin Flats rural and community areas from incompatible land use encroachment and development to preserve natural land resources.

7. Hazardous Areas

- In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development.

8. Public Services, Facilities and Utilities

- Support development of a modern, centralized community solid waste transfer facility near Rawlins Ranch Road on the BLM property.
- Seek to install a community sign/message board near the entrance to the community to provide useful information.

9. Transportation

- Pave the Big Foot Bar Road to the end of the public road to accommodate truck traffic and residents.

- Support continued upgrading and paving of Simco Road.
- Improve local roads and request the ITD to upgrade the Air Base Road/Grand View intersection to include a signal and better signage.
- Support a community identification sign along the Grandview Highway so visitors know when they are in the Chattin Flats Community.
- Support an improved road standard for the District.
- Require all new development to be served by improved, all-weather roads to every lot or parcel.

10. Recreation

- Develop a regional park along the Snake River to serve community residents and attract visitors.

11. Special Areas or Sites

- Support year-round access to public lands for recreational use.
- Consider a future study to evaluate an "Area of Critical Concern" designation along the Snake River to consider special development and land use review procedures.

12. Housing

- Promote new affordable housing and rehabilitation of existing homes for residents of all income levels.

13. Community Design

- Continue to encourage development that supports the small community atmosphere of Chattin Flats.

14. Implementation

- Continue to plan community activities that are needed for growth but also protects the "quality of life" in Chattin Flats.
- Consider an Area of City Impact agreement with the City of Grandview.

Oasis Community

Community Design Concept - Oasis Community
General Statement of Community Goals

1. Private Property Rights

- Oasis residents desire that all ordinances implementing this plan will protect private property rights.

2. Population

- Anticipate steady and moderate residential growth due to available, subdivideable land and availability of the Oasis Fire District and proximity to Mountain Home and Boise.
- Anticipate an increase in rural ranchette related population and development.

3. School Facilities and Transportation

- Continue to support development that will enhance not detract from the schools which serve Oasis residents.
- Identify and enhance several convenient school bus stops in the community for Oasis students.

4. Economic Development

- Support new highway signage to give identity to the Oasis Community and Oasis Rural Fire District.
- Support new jobs in Mountain Home to help Oasis residents with employment.
- Upgrade electrical systems to ensure adequate energy for economic and community development.

5. Land Use

- Encourage new development to comply with the County Comprehensive Plan.
- Require dust control and dust abatement in all land use decisions within the community.
- Maintain a Five- (5) acre minimum lot size overlay zone for the Oasis Community.
- Create a road improvement standard for new development within the Oasis Community to prevent dust problems and better manage dust issues.

6. Natural Resources

- Protect Ditto Creek and all waterways and drains within the Oasis rural and community areas from incompatible land use encroachment and development.
- Support advanced wildfire-fighting capability and land management practices to protect the area from wildfire damage.
- Re-vegetation to occur after all wildfires.

7. Hazardous Areas

- In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development.

8. Public Services, Facilities and Utilities

- Support the Oasis Fire District.
- Create conveniently located household waste pickup sites for local residents.
- Continue to expand the electrical systems to get three-phase power throughout the community and outlying areas at reasonable cost.

9. Transportation

- Maintain a road improvement standard for the community.
- Require all new development to be served by improved, all-weather roads to every lot or parcel.
- Request ITD to place signage at I-84 and other State highways identifying routes to Oasis.
- Support development of a new full interchange on I-84 to serve the Oasis and Tipanuk Communities.
- Request the Mountain Home Highway District to master plan a new public road in the community to improve access between Ditto Creek Road and Old Highway 30 and I-84 at Simco Road using an east / west roadway alignment along a section line.

10. Recreation

- Support a multi-purpose community facility to include fire station, park and community center.

11. Special Areas or Sites

- Support year-round access to public lands.

12. Housing

- Maintain a special five (5) acre minimum lot size overlay zone to allow subdivisions within the community while keeping a rural feel with low-density development.

13. Community Design

- Support placing "Oasis" on Federal, State and local maps for identity.
- Continue to encourage development that supports the small community/family atmosphere of Oasis.

14. Implementation

- Continue to plan community activities that are needed for growth but also protects the "quality of life" in Oasis.

Mountain Home Air Force Base and Orchard Training Range Vicinities.

Community Design Concepts
Air Force Base, Orchard Training Range and other Military Installations

Background

The Mountain Home Air Force Base and other military operations in and around Elmore County, Idaho are critical to local, regional, and state economies, generating nearly 12,000 jobs and nearly $1 billion in direct and indirect economic activity annually. This activity also results in significant tax revenues that accrue to these entities. Elmore County has long realized the importance of military installations to the community and the nation. In the 1970's Elmore County implemented development and zoning restrictions to property surround the air base to limit residential encroachment. Many of these restrictions are still in place to today allowing for the support of future missions at the airbase.

Elmore County and Southwest Idaho is expected to experience economic and population growth in the future based on the extensive amount of open land, visibility and access afforded along the Interstate 84 corridor and continued development pressure in the southern portion of the Treasure Valley. As development interest and pressure continues to extend to the south and east of Boise and to the west of Mountain Home, a coordinated effort is needed to ensure growth is managed in a manner that allows the installations and their supportive training areas to achieve their many faceted roles in the nation's defense while remaining vital members of the local communities and major contributors to the regional and state economies.

The State of Idaho completed a Joint Land Use Study ("JLUS") in August of 2010. As part of the JLUS study it is recommended that the County implement some additional goals and policies for the Mountain Home Air Force Base and areas in Elmore County close to the Orchard Training Range. The goal of the JLUS is: "to protect the viability of current and future missions at Mountain Home Air Force Base, Mountain Home Range Complex, Gowen Field, and Orchard Training Area, while at the same time guiding growth, sustaining the economic health of the region, and protecting public health and safety." Elmore County was an active partner in the JLUS and a full copy of the JLUS can be viewed at the Elmore County Land Use and Building Department.

The JLUS has recommended that the following goals and objectives be adopted by Elmore County:

Military Installation Goal #1

Ensure that future land uses are compatible with the continued operation of Gowen Field, Orchard Training Area, Mountain Home AFB and Mountain Home Range 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.

Military Installation Goal #2

Provide opportunities for Elmore County, military installations, residents, industry, and agencies to collaboratively participate in all phases of the comprehensive planning, zoning and/or development review process.

Military Installation Goal #3

Mitigate encroachment issues associated with land uses and development.

Military Installation Objectives

1. Continue to support the roles of Gowen Field, Orchard Training Area, Mountain Home AFB, and the Mountain Home Range Complex as significant contributors to the economic base of the community, region and state.

2. Discourage development in areas where the risks to potential health and safety cannot be mitigated to an acceptable level.

3. Work with the respective military installation(s) to enhance the use of local and regional contractors and services, and to purchase material, equipment, and supplies from in-City or in-County sources. The County should identify and support development of businesses and suppliers to the military and their contractors that are compatible with the National Guard and/or Air Force.

4. Coordinate closely with those jurisdictions, agencies, organizations, and Native American tribal governments in and near the JLUS Study Area to ensure their policies and regulations are consistent with the County Comprehensive Plan, the Mountain Home AFB AICUZ, and the Idaho JLUS.

5. Assist property owners in proximity to Orchard Training Area, or Mountain Home AFB and those property owners within the Mountain Home Range Complex to increase their understanding of the installation's mission, potential impacts associated with military aviation operations, land use constraints, and potential mitigation measures to guide appropriate development proximate to these regional economic engines.

6. Development proposals shall be reviewed to determine their propensity to cause hazards for aircraft take offs and landings as well as in flight, including: uses that release any substance such as steam, dust and smoke into the air which would impair pilot visibility; uses that produce light emissions, glare or distracting lights which could interfere with pilot vision or be mistaken for airfield lighting; sources of electrical emissions which would interfere with aircraft communications or navigation; and uses which directly or indirectly attract birds or waterfowl to the extent that they would pose a danger to aircraft operation in the vicinity of Gowen Field, Orchard Training Area ("OTA"), Mountain Home AFB or the Mountain Home Range Complex.

7. Work with Gowen Field, OTA, Mountain Home AFB and Mountain Home Range Complex to establish an on-going formal consultation mechanism between the County and the proximate military installation (i.e. Idaho National Guard (Gowen Field and OTA), Air Force (Mountain Home AFB and Mountain Home Range Complex) on issues of mutual concern. This will include:
   - Early notification by the County to National Guard/Air Force or officials of development applications.
   - Early notification by Idaho National Guard or Mountain Home AFB to the County of potential changes in aircraft operations (patterns, number, type, etc.).

8. Provide notifications to the Idaho National Guard and Mountain Home AFB for review and comment on County discretionary land use actions to include, but not limited to, Comprehensive/Specific Plan amendments or updates, zone changes, tract maps, parcel maps, master plans, and conditional/special use permits.

9. Maintain close contact with their counterparts in other county/local jurisdictions to coordinate military compatibility planning and management activities.

10. Work with the Idaho National Guard and Mountain Home AFB officials in identifying strategies to meet the housing needs of military personnel during updates to the County's housing chapter (or housing subsection in the land use chapter) in their respective Comprehensive Plan.

11. Develop an enhanced Real Estate Disclosure Ordinance to ensure appropriate information about the missions and operations at Gowen Field, OTA, and Mountain Home AFB are fully disclosed at the earliest possible point in the interaction between realtor / real estate agent and a buyer or renter.

12. Elmore County, Idaho National Guard and Mountain Home AFB shall cooperate to provide County staff with on-going training opportunities to maintain their awareness of the latest technology and regulations concerning military compatibility issues.

13. The projected need for additional infrastructure and other municipal services by the Idaho National Guard and Mountain Home AFB should be considered in the development of new infrastructure master plans.

14. Review and address capital improvement plans (CIP) and master infrastructure plan projects that may impact the missions at Gowen Field, OTA and Mountain Home AFB. These plans should be reviewed on an annual basis or when an agency is updating their respective CIP or other plans. Coordination with the Idaho National Guard and/or Mountain Home AFB during these reviews will be conducted.

15. Require the dedication of avigation easements when development is proposed on property within any defined airport safety zones.

16. Require that specific plans, area plans, and other regional plans (either new plans or updates/revisions) in the Idaho JLUS Study Area specifically address compatibility issues involving the military, such as dark skies, water availability and quality, density, cluster development, and other development design issues.

17. Review and, to the greatest extent possible, take actions to implement the recommendations provided in the current and future Mountain Home AFB AICUZ studies.

18. All new development and substantial redevelopment in the County shall conform to FAR Part 77 height limits and developed to not pose a safety hazard to air operations in the region.

19. Ensure that future development includes provisions for the design of outdoor light fixtures to be directed / shielded downward and screened to avoid nighttime lighting spillover effects on adjacent land uses and nighttime sky conditions.

20. Continue to improve and maintain proper lighting at County facilities and assist in reducing undue nuisance light and glare spillage on adjoining areas.

General Statements of Community Goals

The following are additional General Statements and Community goals for the Mountain Home Air Force Base Vicinity:

1. Private Property Rights

- Air Force Base Vicinity residents desire that all ordinances implementing this plan will protect private property rights.

2. Population

- Anticipate very slow residential growth due to land use restrictions of the Air Base Hazard Zone and Air Force Base operations.

3. School Facilities and Transportation

- Continue to support development that will enhance not detract from any schools that serve the Air Force Base Community.

4. Economic Development

- Encourage and support the continuation and expansion of the Mountain Home Air Force Base.

5. Land Use

- Encourage new development to comply with the County Comprehensive Plan.
- Continue the land use and density restrictions currently in place for the Air Base Hazard Zone and Air Base Commercial Zone.
- Recognize that some development may be allowed on the commercial lots fronting on Air Base Highway on a case by case basis, with direct input from Air Base Officials.
- Consider dust control and dust abatement in all land use decisions within the community.

6. Natural Resources

- Protect the Air Base Vicinity rural and community areas from incompatible land use encroachment and development to preserve natural land resources.

7. Hazardous Areas

- In any area deemed hazardous by County Officials, require a Conditional Use Permit procedure as a method of controlling or limiting development

8. Public Services, Facilities and Utilities

- Support expansion of the Mountain Home Rural Fire Protection District boundary southward to include the residential and commercial properties in the Air Force Base vicinity.

9. Transportation

- Create a road improvement standard for any development within the Air Force Base Vicinity to prevent dust problems and allow all-weather usage.
- Improve local roads.
- Request the ITD to upgrade the Air Base Road/Grand View Road intersection to include a traffic signal and better signage for safety.
- New development, if allowed, should not have direct access to the Air Base Highway.

10. Recreation

- Support development of a regional park along the Snake River near Chattin Flats to provide additional recreation opportunities for residents and military visitors.

11. Special Areas or Sites

- Support year-round access to public lands for recreational use.
- Protect the Air Force Base Vicinity rural and community areas from incompatible land use encroachment and development to preserve its special setting as a premier military environment.

12. Housing

- Promote rehabilitation of existing homes for residents of all income levels.

13. Community Design

- Encourage and support the continuation and expansion of the Mountain Home Air Force Base.

14. Implementation

- Continue to plan community activities that are needed for growth but also protects the continuation and expansion of the Mountain Home Air Force Base.

Chapter 14 – Agriculture

Idaho Code § 67-6508 (n) states:

> *"An analysis of the agricultural base of the area including agricultural lands, farming activities, farming-related businesses and the role of agriculture and agricultural uses in the community."*

Agriculture is a driving force for the County and economic prosperity. Over 90% of the County is currently zoned agriculture and the future land use map (map #4 in the map appendix) shows the majority of land will continue to be agriculture in the future. Only 23% of the land within Elmore County is privately owned. The residents of Elmore County have shown a strong desire to maintain agricultural uses and lifestyles throughout the County. The County residents have also shown a desire to utilize the vast amounts of public lands for agricultural uses, including timber harvest and grazing.

Agriculture activities and businesses are diversified within the County. The University of Idaho Extension for Elmore County has provided information on the following agriculture uses and operations:

Potatoes
Elmore County is the largest potato growing area in southwest Idaho. In 2011 there were 7,100 acres of potatoes grown in the County. Approximately 85% of potatoes grown in the County are sold on contract to processors, while the remaining potatoes are sold on the open market as fresh produce. All potato crops are grown under sprinkler irrigation. Irrigation water is obtained from deep wells or by high lift pumps from the Snake River.

Sugar Beets
Sugar beets are an important agricultural commodity in Elmore County. In 2011, 6,200 acres of sugar beets were planted and harvested. Beets from the County are processed at the Amalgamated Sugar Plant in Nampa.

Alfalfa Hay
Elmore County hay yield per acre ranks among the highest of all counties in Idaho. In 2011, over 32,000 acres of hay were planted in Elmore County. The total harvested production was 149,000 tons. Most of the hay within the County is raised under irrigation. It is estimated that over 70% of hay produced in the County is shipped out of the County.

Beans
Beans grown in Elmore county are used for seed for both dry-edible and snap garden bean varieties. Main dry bean varieties include pinto, great northern, red Mexican and California pink. A variety of kidney and small white pea beans are also produced in limited quantities. In 2011, 2,700 acres of beans were harvested. Bean seed grown in the County is generally in greater demand because of its disease-free quality.

Other Agricultural Crops
According to 2011 crop statistics for the County, 12,700 acres of corn were planted for grain and silage. 1,500 acres of mint (spearmint and peppermint) were harvested and processed at a local distillery. Watermelon and cantaloupe are raised in the eastern and southern portions of the County and sold locally.

Vineyards

Since, 1988 two wineries, Cold Springs Winery and Carmela Vineyards, have been established in Elmore County. These wineries are at some of the highest elevations in the Pacific Northwest. A variety of grapes are produced on 81 acres in the County, including Cabernet Sauvignon, Chardonnay, Merlot, Cabernet Franc, Johannesburg Riesling, Pinot Gris, Viogner, Pinot Noir, Syrah and Tempranillo.

Cattle
Cattle represent a significant share of the agricultural economy of Elmore County. The total number of cattle in the County fluctuates from year to year depending upon a number of factors. Wildfires play a role in the amount of acres available for grazing from year to year. In addition, there is a major commercial feed lot that has a capacity for 150,000 head of cattle.

Dairy
Idaho is third in the nation for milk production. There are currently seven permitted dairies or CAFO's. The number of dairy cattle fluctuates from year to year depending upon the price of milk and available fee. The dairy products are largely sold outside the County, generating a large amount of outside money into the community.

Sheep
It is estimated that there are approximately 1000 sheep and lambs in Elmore County. Lambs are sold locally at livestock auction in the Treasure and Magic Valley regions.

Forests
According to the United States Department of Agriculture, there is a total of 783,196 forested acres in Elmore County. The majority of these acres are located on United States Forest Service property. Primary species of trees harvested in the County are ponderosa pine and douglas fir. Because of recent federal policies very little to no timber is harvested off of federal lands. This has led to the potential for devastating forest fires as the County experienced in 2012 and 2013. Timber harvest on private lands is also limited due to the costs of transporting timber to saw mills.

Agriculture Goal 1

Support existing agricultural operations within the County.

Agriculture Objectives:

1. Avoid encroachment of incompatible land uses near agricultural lands.

2. Support the expansion of existing agricultural operations within the County.

3. Support programs that diversify agricultural operations within the County, including but not limited to timber production.

Chapter 15 – National Interest Electric Transmission Corridors

A National Interest Electric Transmission Corridor corridor is a geographic region designated by the United States Department of Energy where electricity transmission limitations are adversely affecting American citizens. In 2005 the United States Congress granted the Department of Energy the authority to create these regions in an effort to speed the creation of more transmission capacity. Should state and local governments fail to issue permits allowing construction of new transmission, the Energy Policy Act of 2005 gives the Federal Energy Regulatory Commission the authority to issue a federal permit empowering a project director to exercise the right of eminent domain to purchase property needed to complete the project.

As of 2014 there are no National Interest Electric Transmission Corridors located within Elmore County. In the event a designation should take place the County should re-evaluate this chapter of the Comprehensive Plan and develop goals and objectives. Idaho Code § 67-6508 (P) states:

> *"After notification by the public utilities commission concerning the likelihood of a federally designated national interest electric transmission corridor, prepare an analysis showing the existing location and possible routing of high voltage transmission lines, including national interest electric transmission corridors based upon the United States department of energy's most recent national electric transmission congestion study pursuant to sections 368 and 1221 of the energy policy act of 2005. "High-voltage transmission lines" means lines with a capacity of one hundred fifteen thousand (115,000) volts or more supported by structures of forty (40) feet or more in height."*

Chapter 16 - Implementation

For the Comprehensive Plan to be an effective long-range development guide for Elmore County, implementation tools are necessary. This involves the acceptance and support of the plan on the part of citizens plus adoption and use of legal tools for land use control. The Comprehensive Plan should strive to be a guiding tool for all County ordinances.

As part of the adoption of the 2004 Comprehensive Plan, Elmore County adopted a new Zoning and Development Ordinance on May 13, 2009. This ordinance was subsequently amended on restated on March 21, 2012 and was amended on September 19, 2012 and July 23, 2014.

In addition to the Zoning and Development Ordinance, Elmore County may consider updates or amendments to several other planning tools, which may be necessary to implement the Comprehensive Plan. These planning tools are as follows:

Zoning Map

After adoption of the 2004 Elmore County Comprehensive Plan, the County adopted a Zoning Map for the entire County on May 13, 2009. The Map has been amended several times, most recently on May 13, 2013. The Zoning Map may need to be updated and must apply to the entire County and must comply with the Comprehensive Plan.

Capital Improvement Plan

As Elmore County continues to experience growth, residential, commercial, and industrial development place additional demands on public facilities. Because of this new development, there is increased demand for such services provided by these facilities. This increase necessarily requires additional funds. General Funds, collected via property tax, are insufficient to meet the growing costs caused by the increased demand. To ensure future growth pays for an equitable share of the increased demand and that the existing community is not taxed to pay for future development, impact fees are a solution to pay for the increased demand on public facilities and improvements. Development impact fees ("impact fees") are statutorily defined as "a payment of money imposed as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve development" (Idaho Code Section 67-8203(9)). Title 67, Chapter 82 of the Idaho Code provides the authority for local jurisdictions, like Elmore County, Mountain Home Rural Fire District, and King Hill Rural Fire District to enact ordinances for impact fees and to set standards to ensure that the fees are fair and equitable through Capital Improvement Plans.

Elmore County is incorporating those three capital improvement plans and impact fee studies as Attachment #3 to the 2014 Comprehensive Plan.

Design and Construction Standards

Elmore County should continue to use the International Building Codes for regulating building construction. The ordinances for building codes have been adopted and codified as part of the County's Zoning and Development Ordinance.

Special/Hazardous Area Permit

After adoption of the Plan, the County should consider developing a Special/Hazardous Area Use Permit procedure to evaluate development projects, which are proposed for location in hazardous or special areas, areas of critical concern, or for industrial development requests in the Simco Road District. This Special/Hazardous Area Use Permit process may be incorporated into the Elmore County Zoning Ordinance.

Conditional Use Permit

After adoption of the Elmore County Comprehensive Plan, the County should continue to reevaluate the current Conditional Use Permit procedure for streamlining and to look for zoning conflicts in the Land Use Table.

Planned Unit Developments (PUD), Planned Unit Development Districts (PUDD) and Planned Communities (PC).

The PUD, PUDD, and PC ordinances have been adopted into the Zoning and Development Ordinance. Based upon the testimony received from agencies and the public the County should consider if PUD, PUDD and PC's are the best development tools for the County. At a minimum PUD, PUDD and PC's should not have any adverse impact to the existing communities and cities within the County.

Development Agreement (DA) Tool

The DA Ordinance has been adopted into the Zoning and Development Ordinance. The DA Ordinance is particularly useful when a written agreement is needed between the developer and the County to ensure things are constructed or developed properly or in accordance with a special set of requirements. The County should continue to utilize and update the Development Agreement procedure. Development Agreements are an important and useful tool used to implement a comprehensive plan.

Citizen Involvement Program

Citizen involvement and support is an important implementation tool in planning and has been strongly affirmed throughout the Elmore County Comprehensive Plan. The public should be aware, involved, and supportive of all of the County's planning decisions, and these decisions should be made from the public's input and guidance. Finally, the success of the Comprehensive Plan depends on flexibility and the reviewing and updating of the various components and through cooperation between local government and the public.

Area of City Impact Agreements

Elmore County officials should reevaluate the current *Area of City* Impact Agreements with the City of Glenns Ferry. The current Area of City Impact Agreement with the City of Mountain Home was adopted on November 22, 2010. The County should reevaluate and determine if a new or updated agreements is needed.

Plan Implementation Goal 1

Update existing County ordinances so they comply with the Elmore County Comprehensive Plan.

Plan Implementation Objectives

1. Continue to update the County Zoning and Development ordinance so it is straightforward and simple to understand and to administer.

2. Ensure the Conditional Use Permit system is clear and concise.

3. Work with citizens, developers, city officials, community leaders, and the Planning and Zoning Commission to develop ordinance updates that helps achieve land development that reflects the needs of Elmore County.

4. Develop and administer a Special / Hazardous Areas Permit Ordinance to facilitate growth and development in Elmore County.

5. Elmore County will take appropriate measures to enforce all nuisance ordinances to protect quality of life and private property rights.

6. Elmore County officials will periodically review all County nuisance ordinances and seek public input on revisions or actions needed to update the ordinances and ensure adequate enforcement of nuisance ordinances.

7. Elmore County officials should reevaluate the current *Area of City* Impact Agreements with the City of Glenns Ferry determine if a new agreement is needed. The current Area of City Impact Agreement between Elmore County and the City of Mountain Home may need to be updated and map amended.

Chapter 17 - Glossary

The following words, terms, and phrases are used in the 2014 Elmore County Comprehensive Plan. The explanations below are not necessarily legal definitions but they are general descriptions to better understand the terms used in the Plan. The Elmore County zoning ordinance contains a complete list of terms, words, and phrases including legal definitions. For more information concerning other words, terms, and phrases, please contact the office of the Elmore County Land Use and Building Department.

Air Contaminant - any fumes, smoke, particulate matter, vapor, gas, or any combination; but does not include water vapor or steam condensation.

All Weather Road - a public or private roadway that has been constructed to a standard which allows cars, trucks, school busses and emergency vehicles to use the roadway during any season, night or day.

Annexation - the legal inclusion of new territory into the corporate limits of a city.

Aquifer - a water-bearing layer of permeable rock, sand, and gravel. Wells are drilled into the aquifer to provide fresh drinking-quality water.

Arterial Streets - shall mean streets or highways, which are used primarily for fast or heavy traffic.

Buffers - certain types of land uses are inherently incompatible (due to noise, traffic generation, illuminated light glare, etc.) and must be shielded or separated from each other. There are a number of methods to achieve shielding or separation (buffering). Some of these methods are land use or distance separation (setbacks), the use of natural vegetation or fencing (screening), and building orientation and design (site planning).

City - an incorporated urban area. There are two cities in Elmore County; the City of Mountain Home and the City of Glenns Ferry.

Collector Streets - streets or roads which carry traffic from local streets to major arterial streets or highways and are designed to move traffic to parks, schools, and shopping centers serving neighborhoods.

Community - is not an incorporated city but it does have a settlement pattern comprising the characteristics of a small city, which includes residential densities and associated businesses and support facilities and services.

Community Values - consideration of the general moral, aesthetic, and cultural values of citizens in a community.

Community Park - means a city or county-owned park, which serves the recreational and open space needs of the community as a whole.

Conditional Use Permit - (also known as a Special Use Permit and Special Exception) a permit may be issued for those uses specifically listed in the zoning ordinance as "conditional" or "special", but only if standards set forth in the ordinance are satisfied.

Coordination between Federal / State / County Agencies - Elmore County calls upon the federal and state land management and natural resource management agencies to coordinate in advance, with the Board of Elmore County Commissioners, any proposed actions which will impact either the federally or

state managed lands in Elmore County because of the relationship between public land actions and the corresponding impact on private land properties plus the historically developed custom and culture of the County.

Contiguous - land that is directly adjacent to or touching another piece of land.

District - an unincorporated area with a recognizable settlement pattern comprised of sparsely placed farms, ranches or businesses located within a distinct area within Elmore County.

Dwelling - a building used exclusively for residential occupancy, including single-family dwellings, two-family dwellings, and multi-family dwellings, but not to include hotels, motels, tents, or other structures designed or used primarily for temporary occupancy.

Environmentally Compatible - enhances or protects the existing environment.

Environmental Setting - consideration of all components of the natural and man-made environment.

Exhaustible Resources (energy) - natural elements or areas which, when used up or completely consumed, are difficult if not impossible to replace. Examples of exhaustible areas and energy resources are: agricultural land, wildlife habitats, oil, natural gas, and coal.

Flood Plain - any land area susceptible to being inundated by water from any source. For flood plain planning and regulatory purposes, it is the area, which is subject to a one percent or greater chance of flooding in any given year (i.e. a hundred year flood).

Flood Fringe - the area adjacent to the floodway, which is susceptible to a gradual rise of floodwater to a specified level.

Floodway - the channel of a river or stream and the adjacent land areas that must be reserved in order to discharge a flood without cumulatively increasing the water surface elevation. It is the area, which during a one hundred year flood carries the greatest volume of water at the greatest velocity.

Frame Built Housing - conventional housing construction, built on site.

Impact Area - an area outside of the city limits where growth is likely to occur. This area is usually annexed into the city after development occurs. Impact areas are negotiated between city and county officials and defined on a map.

Infrastructure - the basic underlying framework for development, which generally includes water and sewer lines, power, energy sources, street improvements, and lighting.

Local Streets - streets that are used primarily for access to the abutting properties.

Lot - a parcel or tract of land.

Mixed Use - the development of different land uses such as, but not limited to, multi-family residential, light office, light commercial, light retail, light manufacturing, public, business services and entertainment. Mixed Uses must be planned and developed as a supporting; ancillary use to the principal residential uses in a rural residential/mixed use area.

Manufactured Housing - a transportable, single-family dwelling unit built on a permanent chassis or partial foundation system, which is suitable for year-round occupancy and contains the same water supply, waste disposal, and electrical conveniences as built-in-place housing. A manufactured home is designed to be transported on streets to the place where it is to be occupied as a dwelling unit and may or may not be attached to a permanent foundation.

On-site Waste Disposal Systems - septic systems or engineered package plants.

Performance and Design Standards - Performance standards are often applied to industrial zones placing limits on noise, dust, glare, smoke, odors, vibration, radioactivity, and so forth. Standards may also be applied to residential and commercial zones. The Planned Development (PD) concept makes use of performance standards to provide incentives for the developer to implement innovative designs.

Planned Development - a development project built according to a site plan approved by the city or county. Because of site plan review, a planned unit development may be designed to provide variety and diversity through a variation of normal development requirements.

Professional Office - an office for professionals such as lawyers, physicians, dentists, planners, architects, engineers, designers, musicians, accountants, artists, teachers, and others who through training are qualified to perform services of a professional nature.

Prime Agriculture/Range Land - areas of the County where there are productive soils and forage for profitable farm and ranch activities.

Project Impact Assessment - a project evaluation system composed of specific environmental, economic, social, and public services and facilities criteria which can be used to describe the positive and negative aspects of a particular proposals and that aids in the decision-making process.

Public Use - uses that are owned by and operated for the public by school districts or by city, county, state, or federal governments.

Quality of Life - often subjective, but it refers to all of the good points that make it pleasurable to live and work in Elmore County and its communities.

Residential Conversions - the change in use of a residential structure to another (usually more intense) residential use or a non-residential use (either retail commercial or service-oriented office).

Site Planning - the location of buildings and activities within a physical environment. A site plan includes shapes and location of buildings and structures, circulation and parking layouts, landscaping features, and numerous other design factors that related to the improvement of a parcel of land.

Strip Commercial and Industrial - a development pattern consisting of numerous lots fronting on a street in a continuous manner each with access to the street.

Shopping Center - a group of retail and service establishments located in a complex which is planned, developed, owned, or managed as a unit, with off-street parking provided on the property.

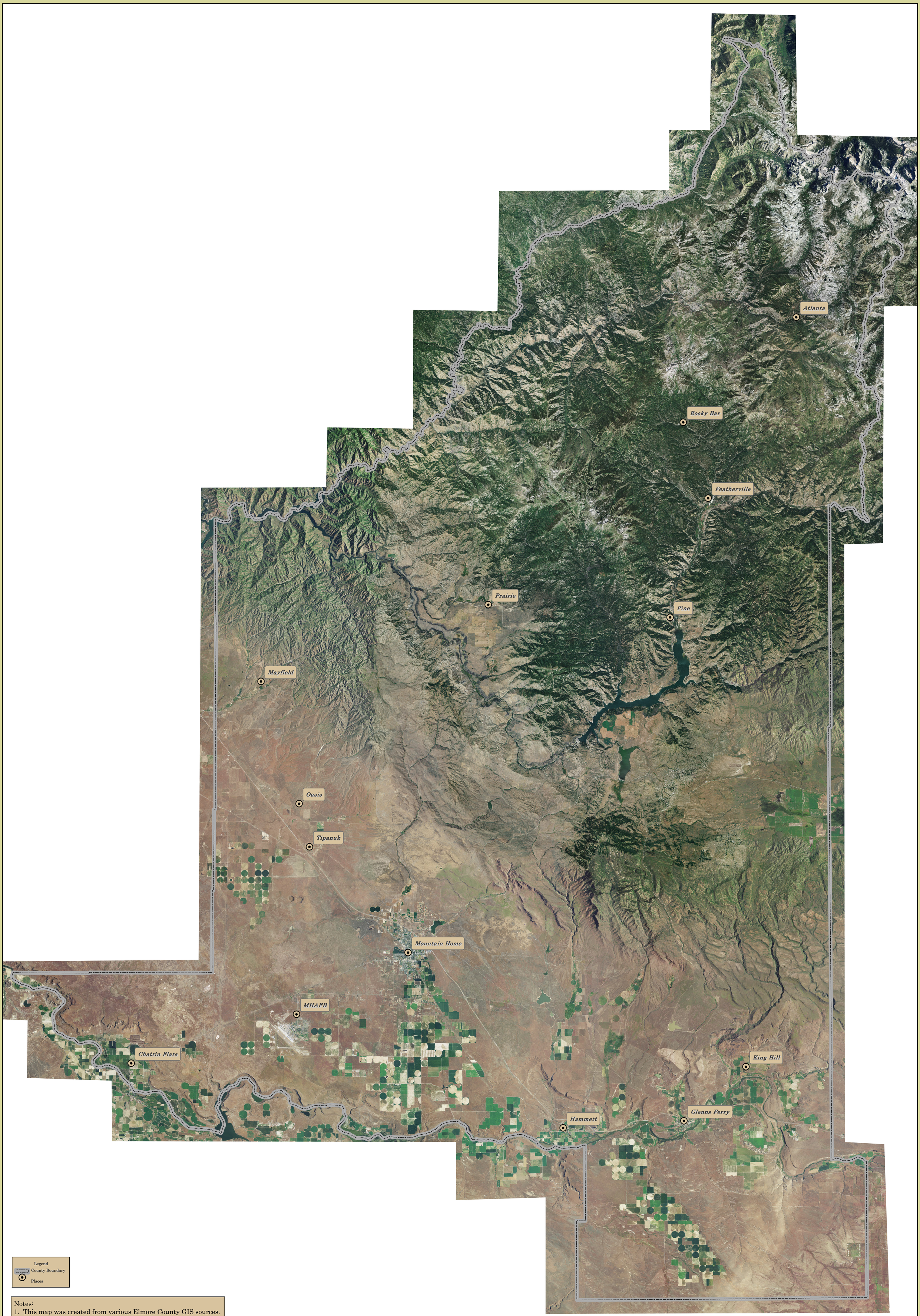
Transitional Land Uses - land uses which act as "buffers" between incompatible land uses. The traditional transitional hierarchy runs from industrial uses to retail commercial uses, to office uses, to high density residential, to medium density residential, to low density residential uses.

Urban Area - an urban settlement, which includes the characteristics of a city but may also include rural, semi-rural, agricultural, and other transitional types of undeveloped land.

Urban Fringe - the area between one of clearly urban characteristics and one of rural characteristics.

Urban Services - services, utilities, and facilities normally provided by Mountain Home and Glenns Ferry government which include police and fire protection; water, sewer, and electric utilities; schools, cultural, and recreational facilities.

Working River - multiple-use concept including economic, recreation, and development uses to harness the river for the benefit of citizens, yet managing the river to protect the environment.



Legend
County Boundary
Places

Notes:
1. This map was created from various Elmore County GIS sources. This map is intended to be used as a reference only. Elmore County cannot accept liability with the accuracy of information portrayed on this map.

Elmore County Comprehensive Plan - Map 1

4 2 0 4 8
Miles

NORTH

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Legend

County Boundary
Places
Interstate
Roads
Townships
Lakes

School Districts

NAME

BLISS JOINT SCHOOL DISTRICT 234
BRUNEAU-GRAND VIEW JOINT SCHOOL DISTRICT 365
GLENNS FERRY JOINT SCHOOL DISTRICT 192
MOUNTAIN HOME SCHOOL DISTRICT 193
PRAIRIE SCHOOL DISTRICT 191

MOUNTAIN HOME SCHOOL DISTRICT 193

PRAIRIE SCHOOL DISTRICT 191

MOUNTAIN HOME SCHOOL DISTRICT 193

BRUNEAU-GRAND VIEW JOINT SCHOOL DISTRICT 365

GLENNS FERRY JOINT SCHOOL DISTRICT 192

BLISS JOINT SCHOOL DISTRICT 234

Notes:
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Elmore County Comprehensive Plan - School Dist. - Map 2

4 2 0 4 8
Miles

NORTH

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Legend

- County Boundary
- Places
- Interstate
- Roads
- Townships
- Railroads

Ownership

- PRIVATE
- MOUNTAIN HOME AFB
- MOUNTAIN HOME AFB
- MOUNTAIN HOME AFB
- STATE OF IDAHO
- STATE OF IDAHO
- USA/BLM
- USDA FOREST SERVICE
- USDA FOREST SERVICE
- SNRA

Notes:
1. This map was created from various Elmore County GIS sources. This map is intended to be used as a reference only. Elmore County cannot accept liability with the accuracy of information portrayed on this map.

Elmore County Comprehensive Plan - Land Ownership - Map 3

4 2 0 4 8
Miles

NORTH

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Legend

- County Boundary
- Interstate
- Roads
- Townships
- Railroads
- Rivers
- Lakes
- ABHZ
- ACZ
- AG
- C1
- C2
- CITY
- M1
- M2
- PAZ
- REC
- RR/MU

Adopted by Resolution: _____-17

Dated this _____ day of _____, 2017

By_____
Franklin Corbus, Chairman

By_____
Wesley R. Wootan, Commissioner

By_____
Albert Hofer, Commissioner

ATTEST:

_____
Barbara Steele, Clerk of Elmore County

Notes:
1. This map was created from various Elmore County GIS sources. This map is intended to be used as a reference only. Elmore County cannot accept liability with the accuracy of information portrayed on this map.

Elmore County Comprehensive Plan - Future Land Use - Map 4

4 2 0 4 8
Miles

NORTH

P:\Projects\2016\REZ-2016-01\GIS

Elmore County Comprehensive Plan - CAFO's - Map 5

Legend

- CAFO
- City Limits
- County Boundary
- Places
- Interstate
- Roads
- Townships
- Railroads
- Lakes

Notes:
1. This map was created from various Elmore County GIS sources. This map is intended to be used as a reference only. Elmore County cannot accept liability with the accuracy of information portrayed on this map.

Miles: 4 2 0 4 8

NORTH

P:\Active Work\Projects\CPA-2012-01-update\Maps\Draft #1

Legend

- County Boundary
- Highway Districts Boundary
- Atlanta Highway District
- Glenns Ferry Highway District
- Mountain Home Highway District
- Interstate
- Major Roads
- Minor Roads
- Townships
- Sections
- Railroads
- Rivers
- Lakes

Atlanta Highway District

Mountain Home Highway District

Glenns Ferry Highway District

Atlanta

Pine

Mountain Home #1

Mountain Home #4

Mountain Home #7

Mountain Home #8

Glenns Ferry

Notes:
1. This map was created from various Elmore County GIS sources. This map is intended to be used as a reference only. Elmore County cannot accept liability with the accuracy of information portrayed on this map.
2. Road names in Elmore County may have changed. The road names and information shown on this map are current to December 2009 only.
3. The date of the legal descriptions is unknown.
4. This map is a graphic for reference only. The Elmore County Clerk and Recorder will make any interpretations in boundaries.
5. Additional information can be obtained from various Elmore County Departments and Offices.
6. Copies of this map can be obtained from either the Elmore County Clerk and Recorder's Office or The Growth and Development Department.

Elmore County Comprehensive Plan - Highway Districts - Map 6

5 2.5 0 5 10
Miles

NORTH

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Legend

- County Boundary
- Places
- Interstate
- Roads
- Townships
- Lakes
- Atlanta
- King Hill / Glenns Ferry
- Grandview
- Mountain Home
- Oasis

Notes:
1. This map was created from various Elmore County GIS sources. This map is intended to be used as a reference only. Elmore County cannot accept liability with the accuracy of information portrayed on this map.

Elmore County Comprehensive Plan - Fire Dist - Map 7

4 2 0 4 8
Miles

NORTH

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Elmore County Comprehensive Plan - Subdivisions - Map 8

Legend

- City Limits
- County Boundary
- Places
- Interstate
- Roads
- Townships
- Railroads
- Lakes
- Subdivisions

Notes:
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Miles: 4 2 0 4 8

NORTH

P:\Active Work\Projects\CPA-2012-01-update\Maps\Draft #1

Legend

City Limits
County Boundary
Places
Interstate
Roads
Townships
Railroads

County Parcels
COUNTYWIDE_PARCELS.Acres
0.001148 - 1.000000
1.000001 - 5.000000
5.000001 - 10.000000
10.000001 - 20.000000
20.000001 - 41.000000
41.000001 - 735.782922

City of Mountain Home

Pine / Featherville

Hammett / Glenns Ferry / King Hill

Notes:
1. This map was created from various Elmore County GIS sources. This map is intended to be used as a reference only. Elmore County cannot accept liability with the accuracy of information portrayed on this map.

Elmore County Comprehensive Plan - Parcel Size - Map 9

4 2 0 4 8
Miles

NORTH

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Legend

- FEMA Flood Zone
- County Boundary
- Places
- Interstate
- Roads
- Townships
- Railroads
- County Parcels

Notes:
1. This map was created from various Elmore County GIS sources. This map is intended to be used as a reference only. Elmore County cannot accept liability with the accuracy of information portrayed on this map.

Elmore County Comprehensive Plan - Flood Zones - Map 10

4 2 0 4 8
Miles

NORTH

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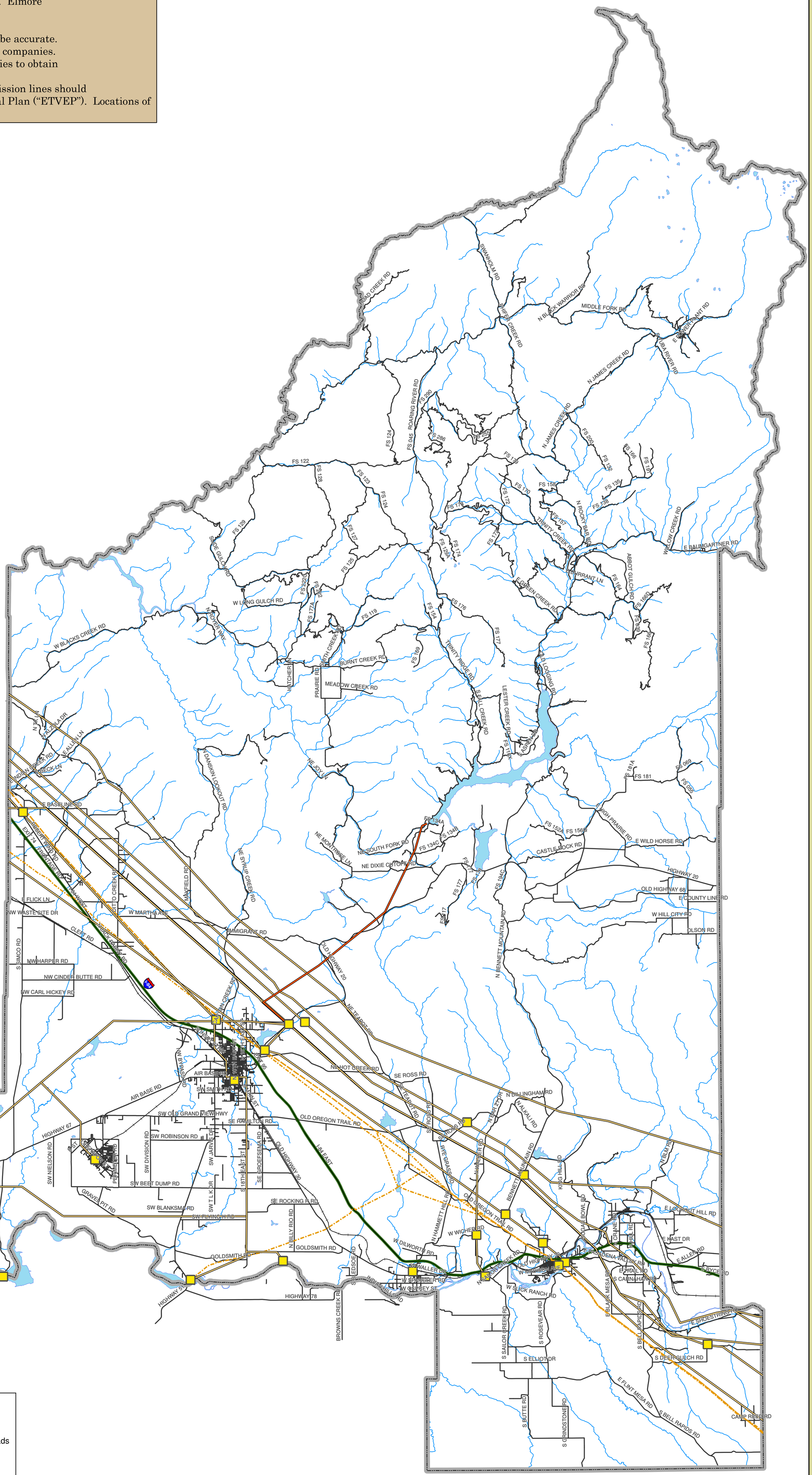
Notes:
1. This map was created from various Elmore County GIS sources. This map is intended to be used as a reference only. Elmore County cannot accept liability with the accuracy of information portrayed on this map.
2. The information portrayed on this map may not be accurate. Correct information should be obtained from utility companies.
3. Elmore County should work with utility companies to obtain accurate GIS information.
4. New transmission lines and upgrades to transmission lines should conform with the Eastern Treasure Valley Electrical Plan ("ETVEP"). Locations of upgrades can be found in the ETVEP.



Legend

- Substations
- Bureau of Reclamation Transmission Lines
- Transmission Lines
- Pipelines
- County Boundary
- Interstate
- Roads
- Railroads
- Rivers
- Lakes

Elmore County Comprehensive Plan - Utilities - Map 11

4.5 2.25 0 4.5 9
Miles

NORTH

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Legend

- County Boundary
- Emergency Boundary
- Interstate
- Roads
- Townships
- Sections
- Railroads
- Lakes
- Rivers

Atlanta
Pine / Featherville
Prairie
Mayfield
Tipanuk
Mountain Home
Chattin Flats
Air Force Base
Hammett
Glenns Ferry
King Hill

Notes:
1. This map was created from various Elmore County GIS sources. This map is intended to be used as a reference only. Elmore County cannot accept liability with the accuracy of information portrayed on this map.

Elmore County Comprehensive Plan - Emergency Response Areas - Map 12

4 2 0 4 8
Miles

NORTH

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Legend

- County Boundary
- Interstate
- Roads
- Railroads

Notes:
1. This map was created from various Elmore County GIS sources. This map is intended to be used as a reference only. Elmore County cannot accept liability with the accuracy of information portrayed on this map.

Elmore County Comprehensive Plan - Transportation - Map 13

4 2 0 4 8
Miles

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Mayfield Townsite Planned Community

Sub Element B1

Vision Statement

Contents

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

Contents

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

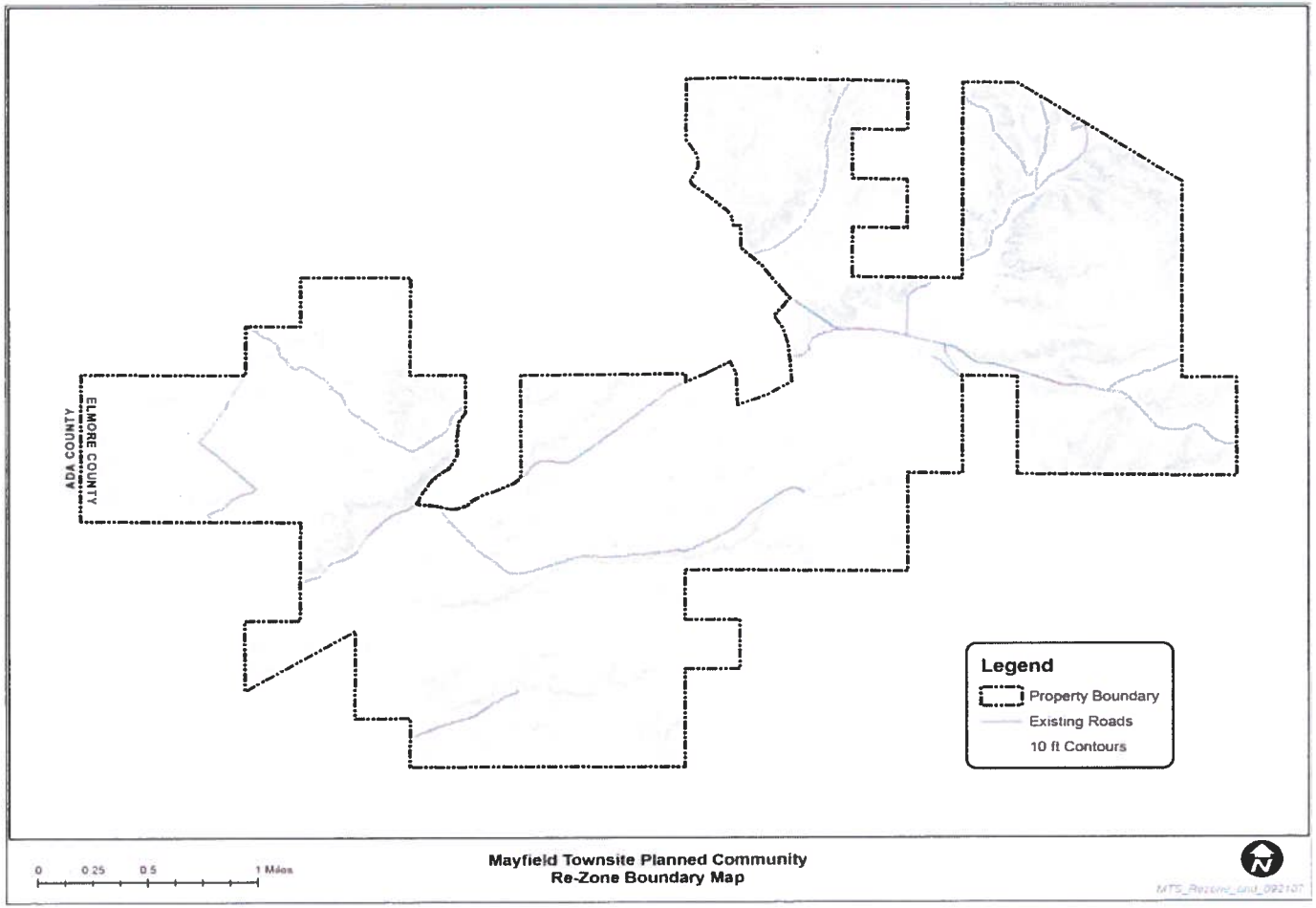


Image B-2_1

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.

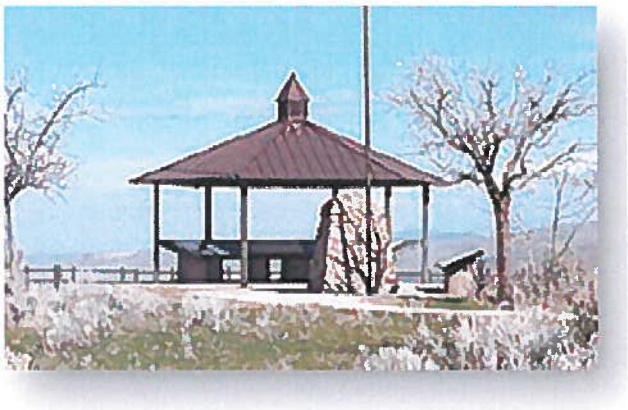
Before the original Mayfield Settlement was established, the area provided a spring camping site for Indians on their way to and from the Owyhee Mountains to the Camas Prairie. According to historical documents, the first settler was Van de Water who developed a homestead in 1863. In 1865, James Corder 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

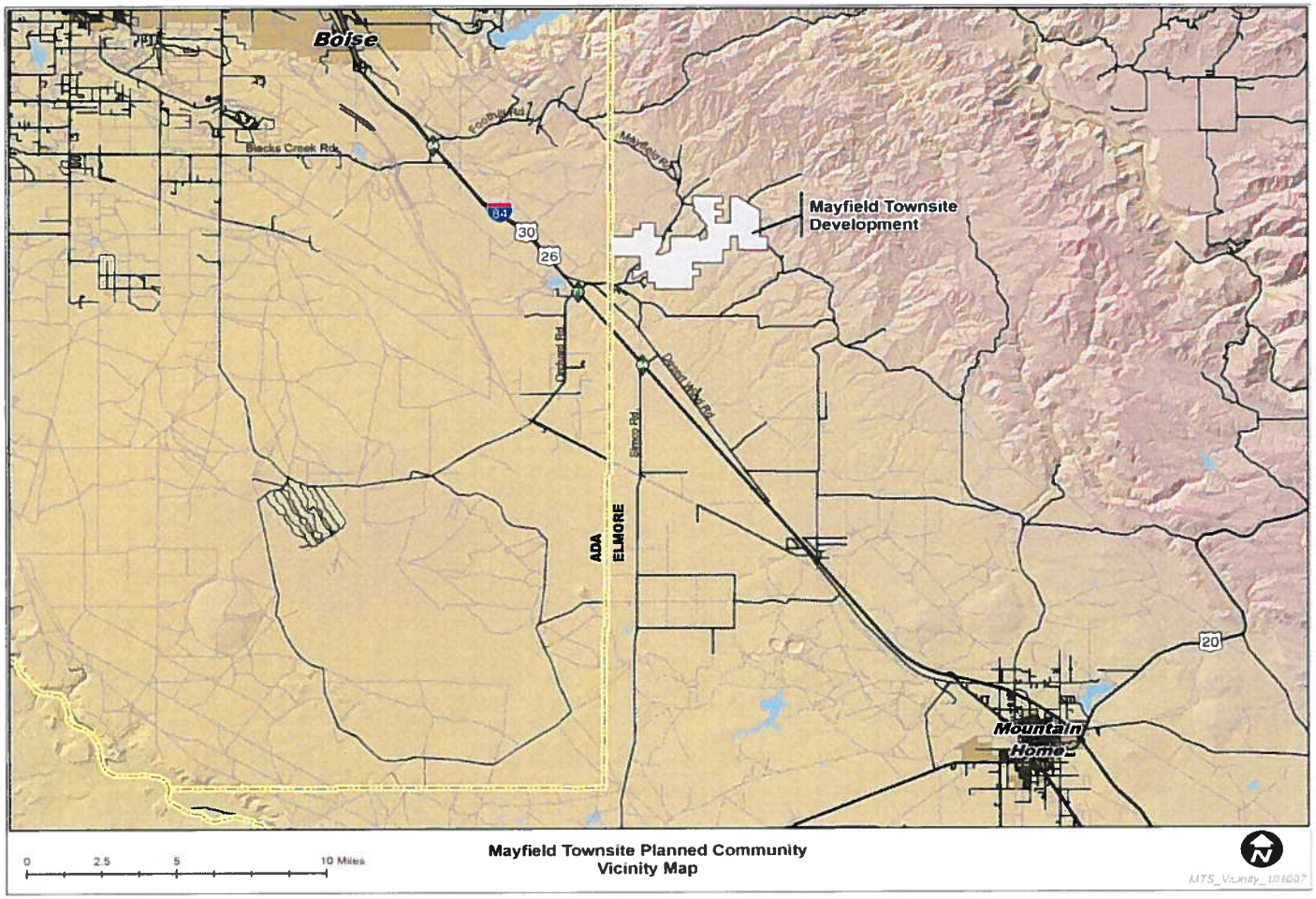


Image B-2_5

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

Contents

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.

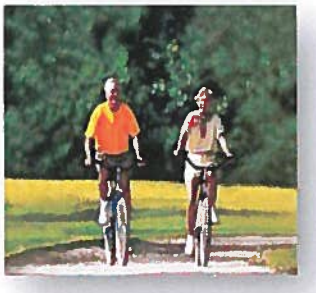
TC Estate Density Residential District (R-TCE): The "town center estate" residential district contains larger lot residential development that is generally located along collectors and arterials.

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.



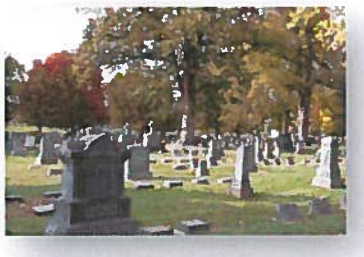
Other Districts

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

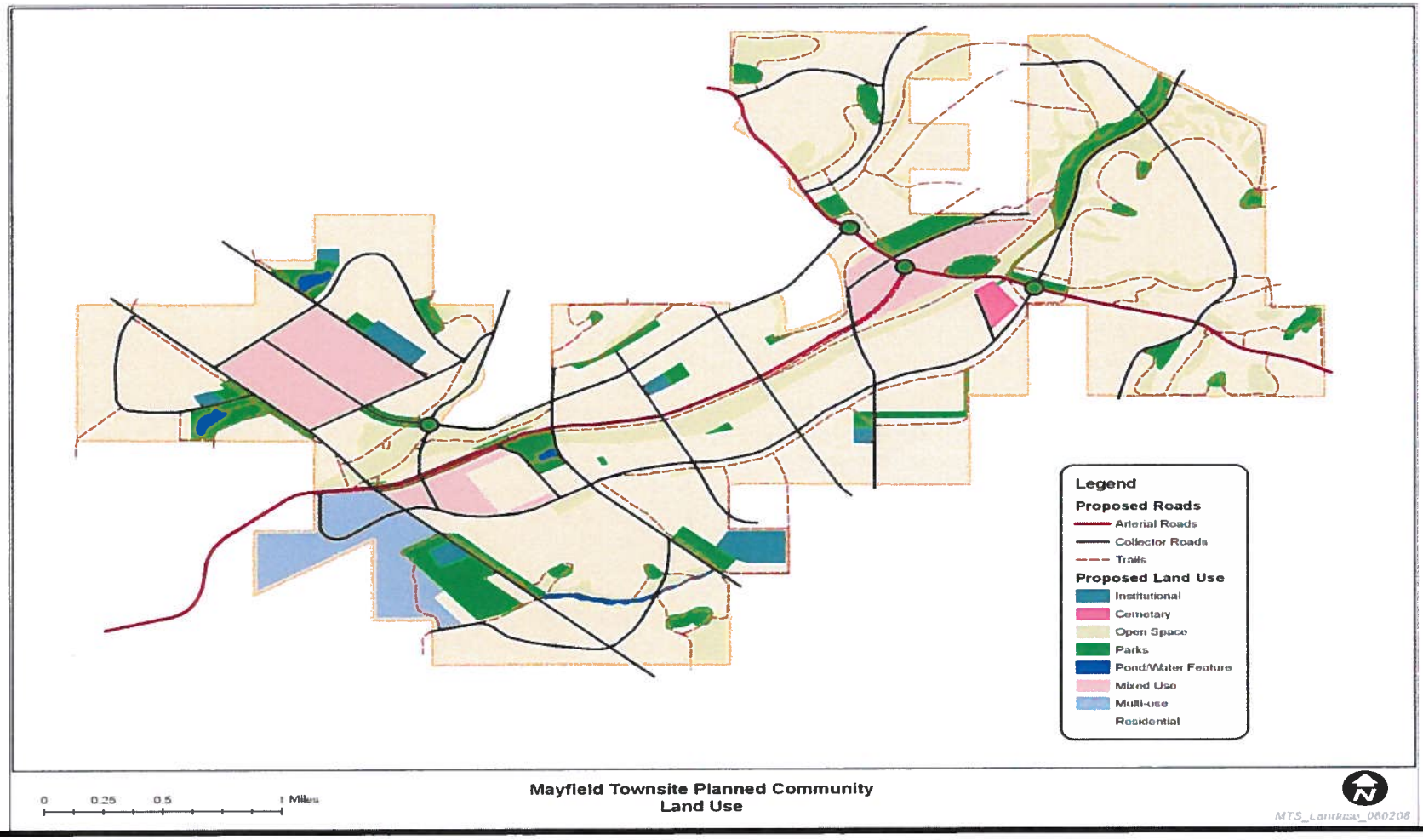


Image B-3_1

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

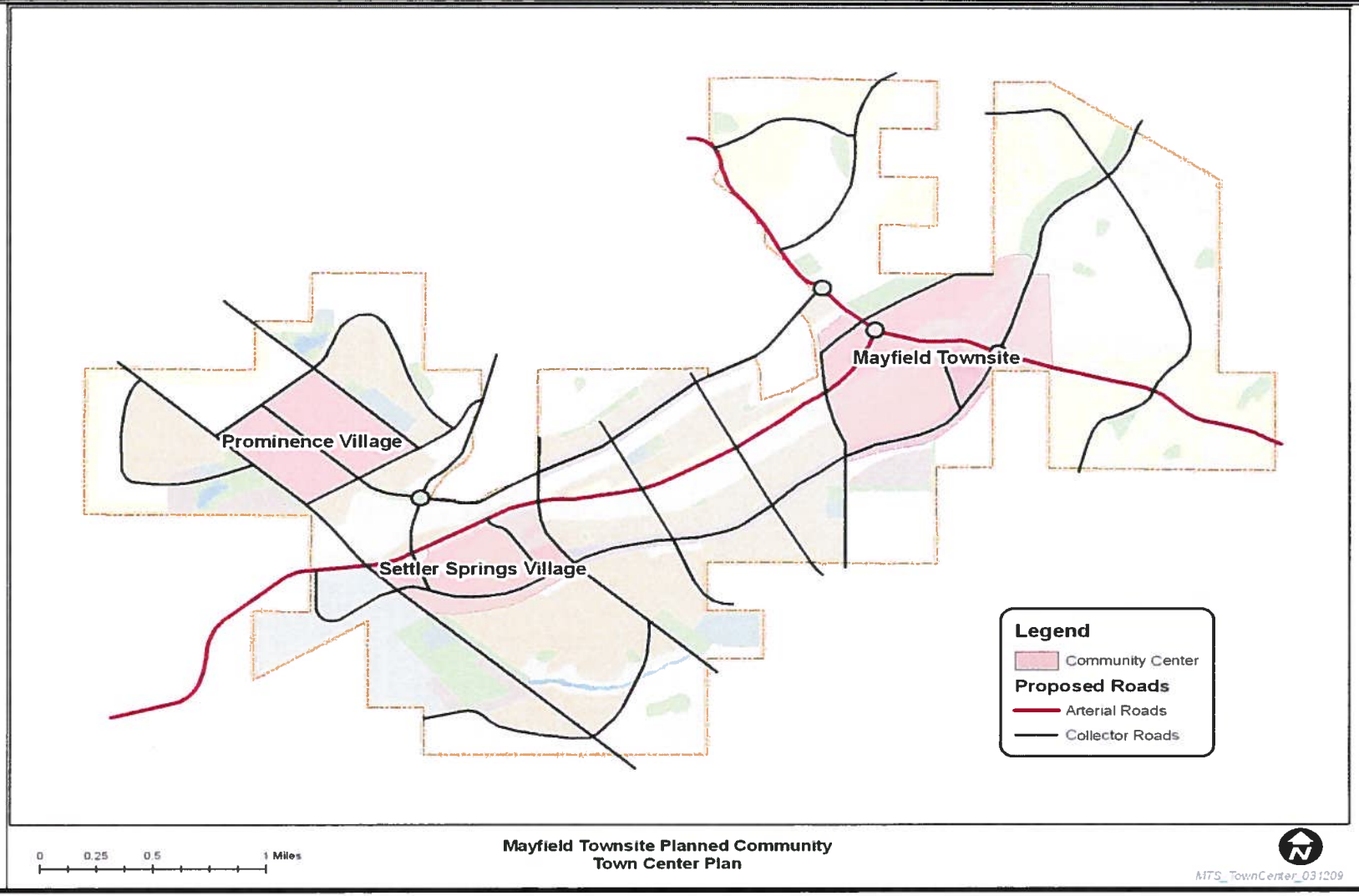


Image B-3_2

Mayfield Townsite Planned Community

Sub Element B4

Conceptual Densities & Intensities Map

Contents

Mayfield Townsite Intensity & Density Map

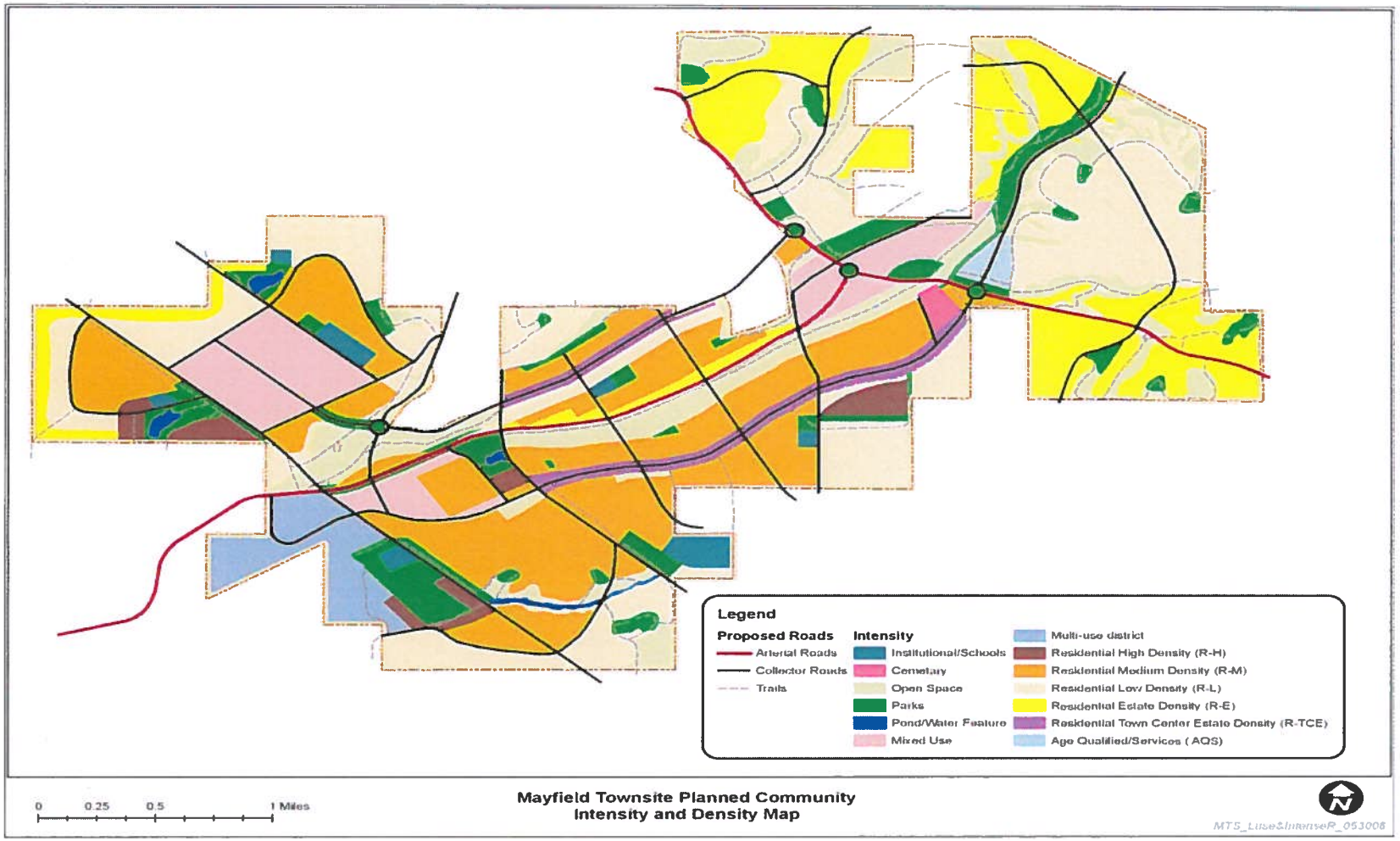


Image B-4_1

Community Map

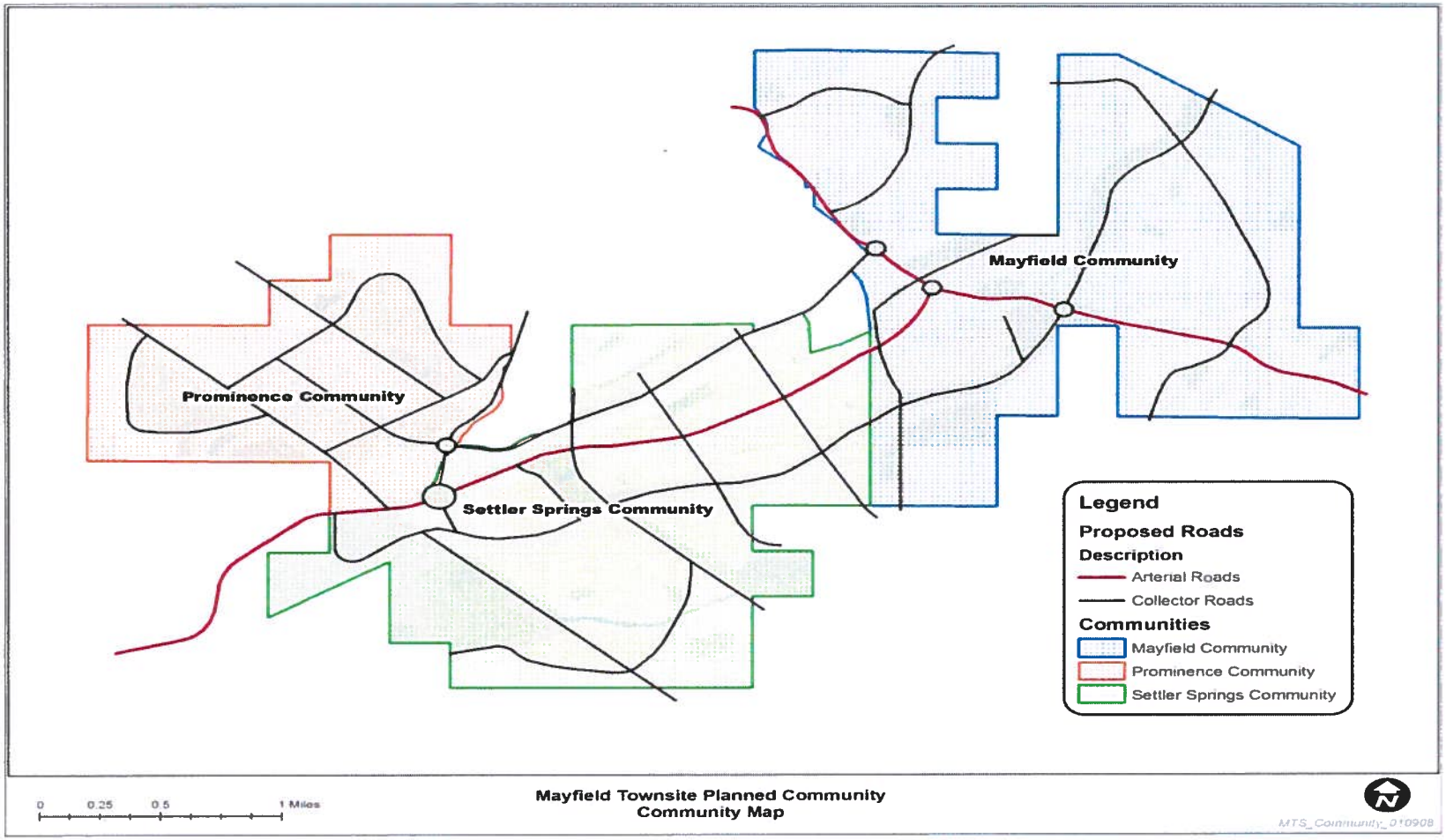


Image B-4_2

Settler Springs Community Map

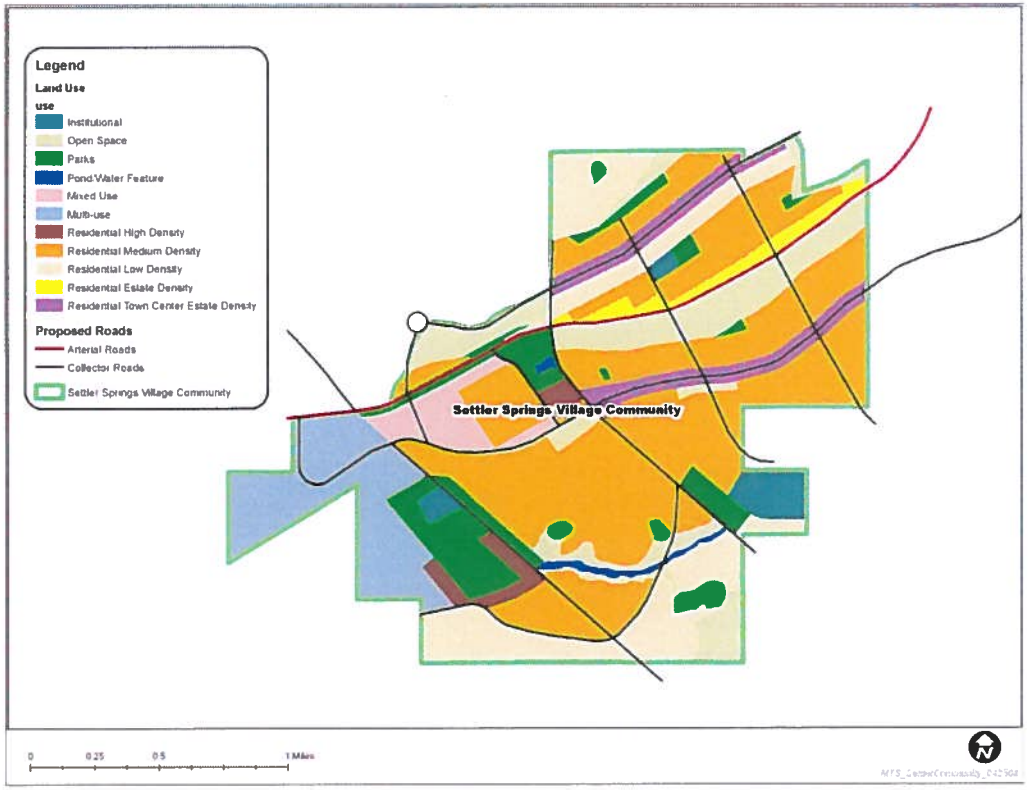


Image B-4_3

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

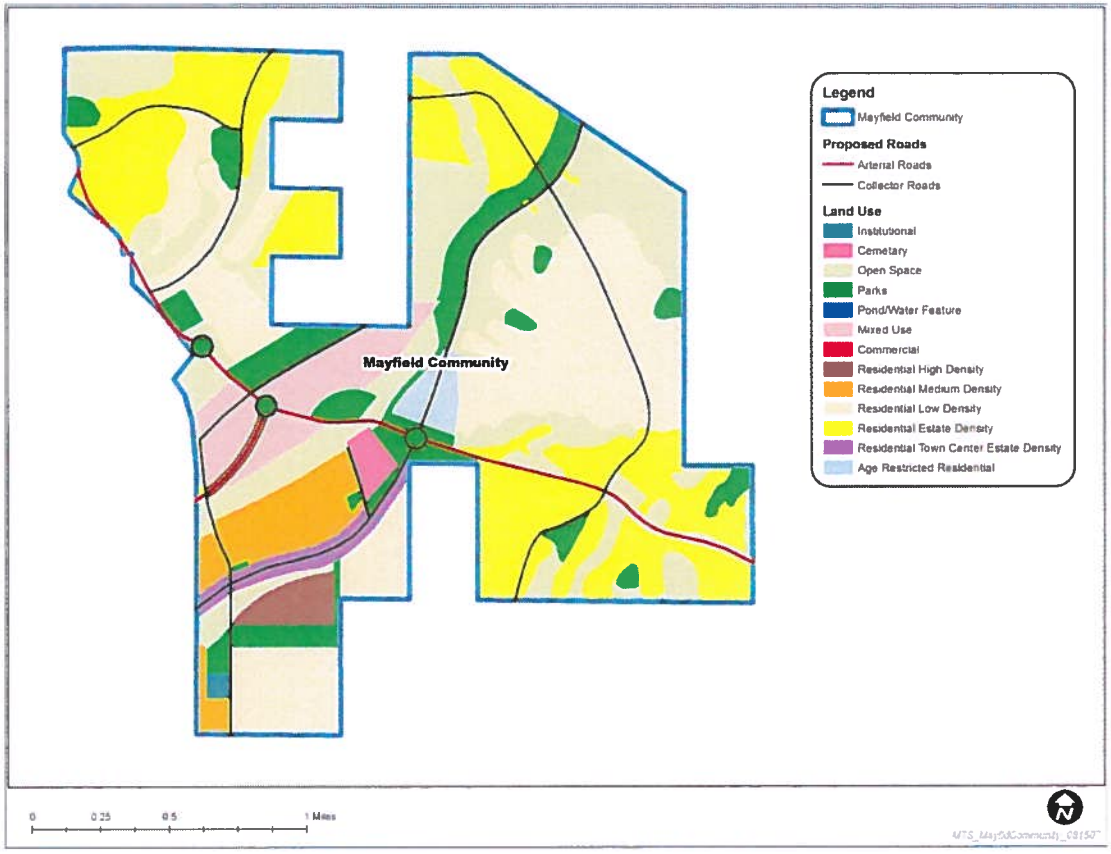


Image B-4_4

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

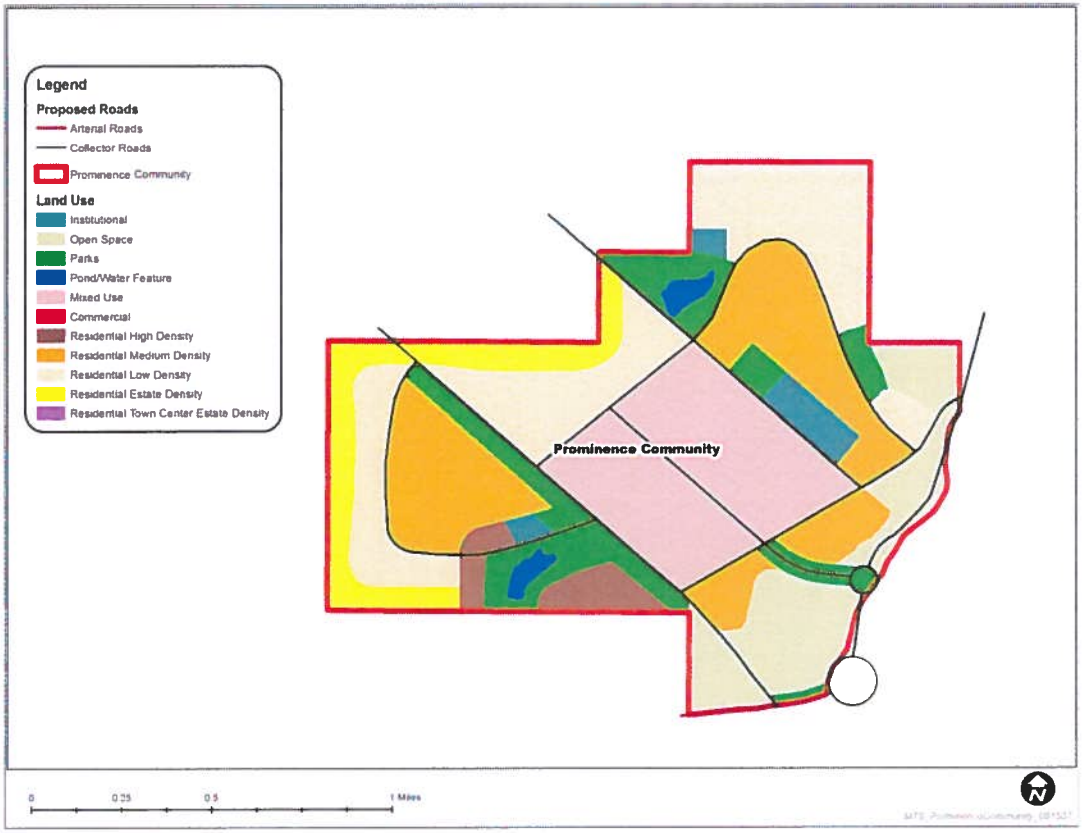


Image B-4_5

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

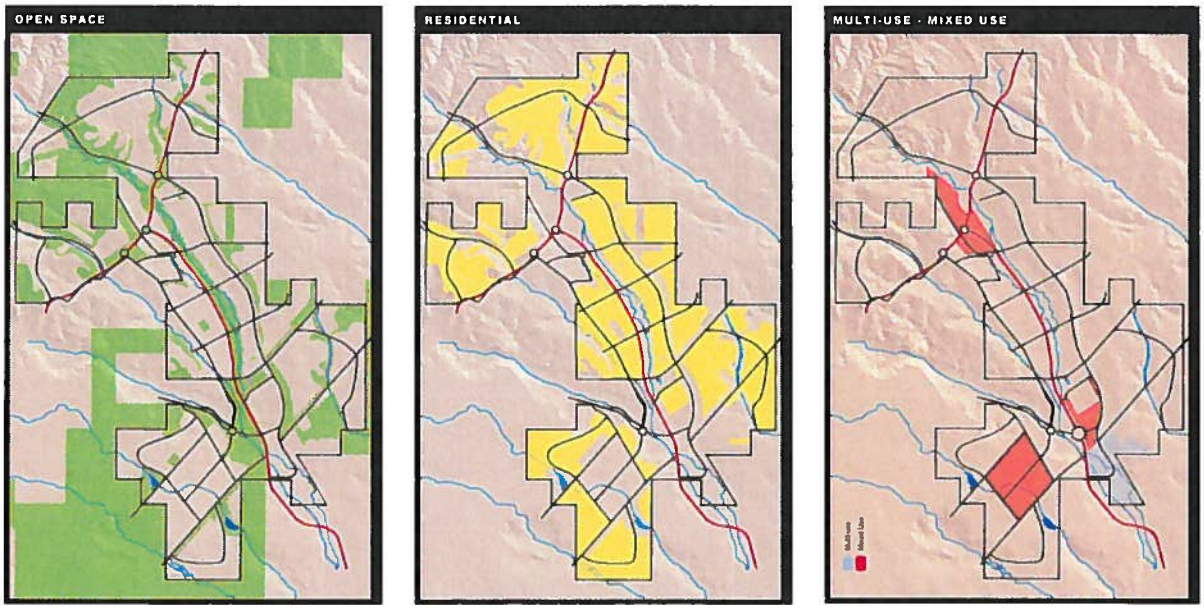


Image B-4_6

Neighborhood Map

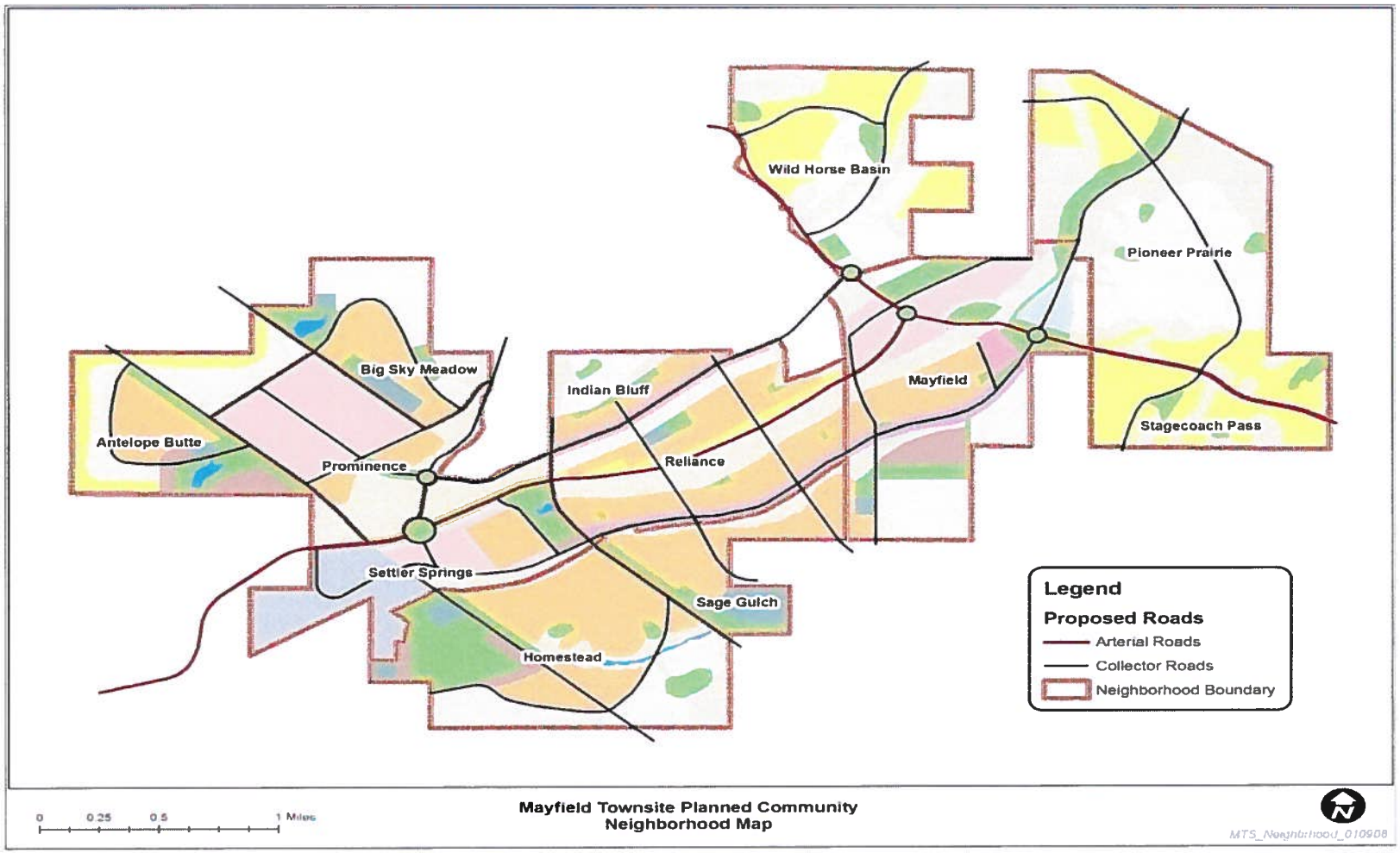


Image B-4_7

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

Contents

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

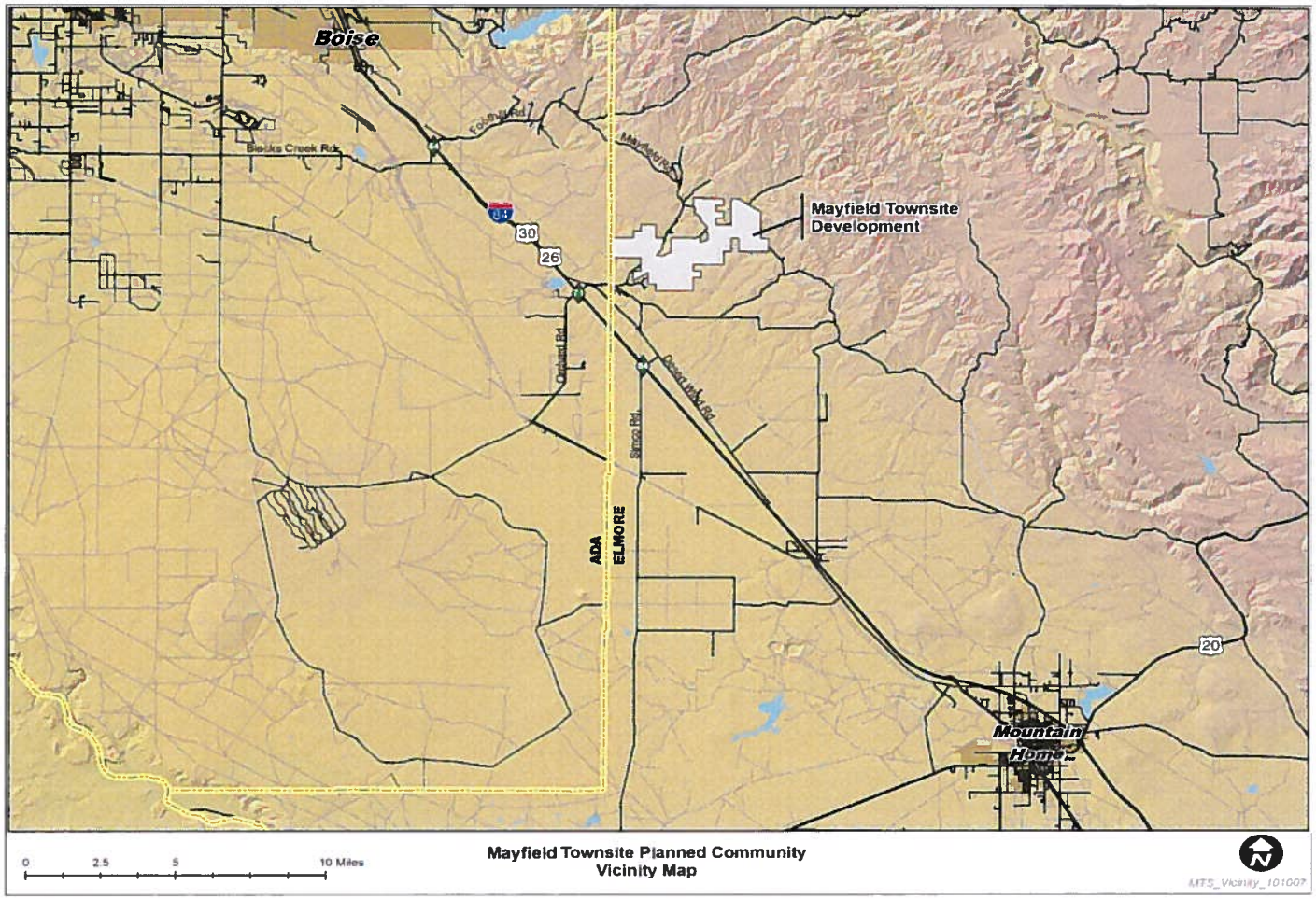


Image B-5_1

Detailed Transportation Corridors Map

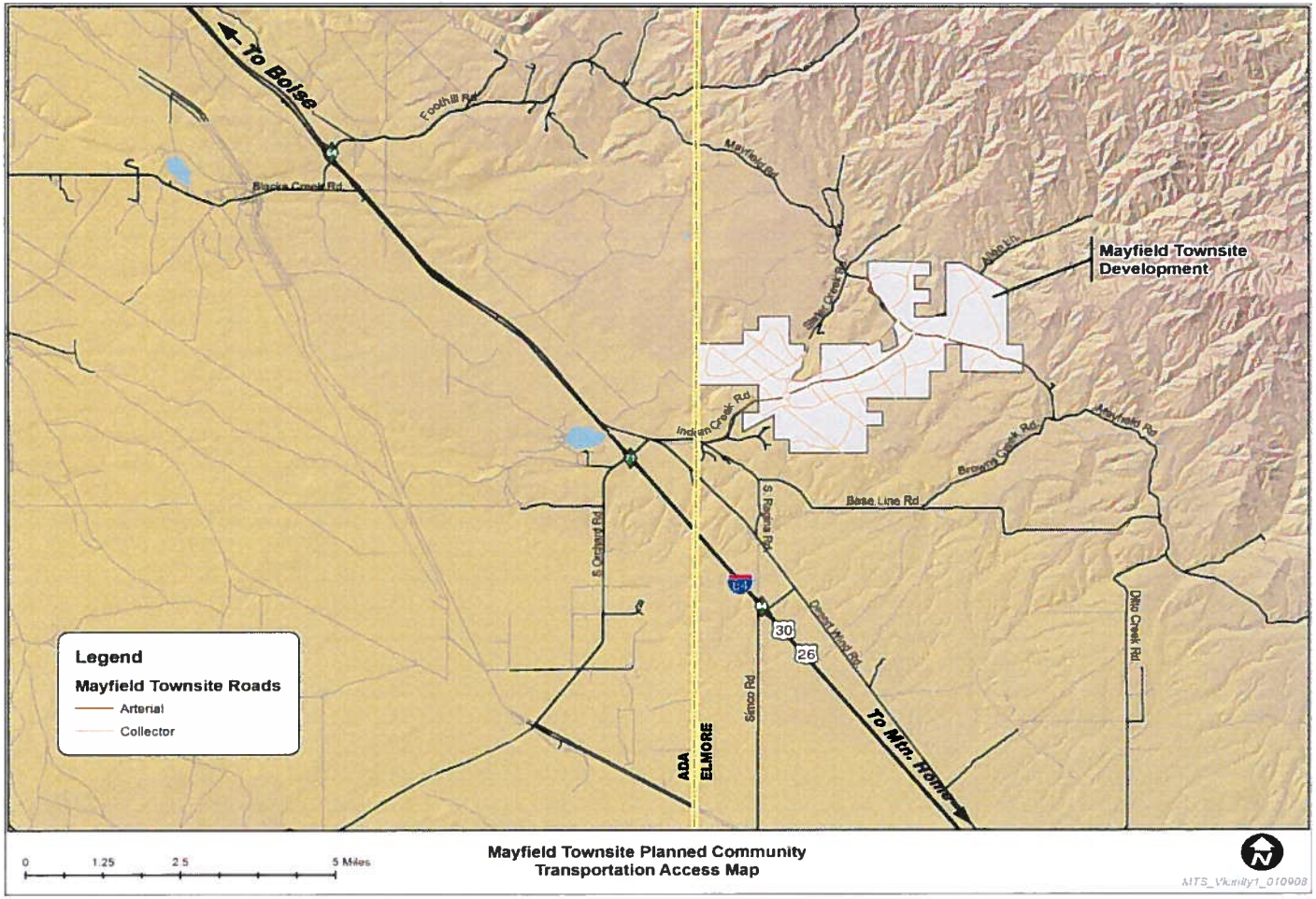


Image B-5_2

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

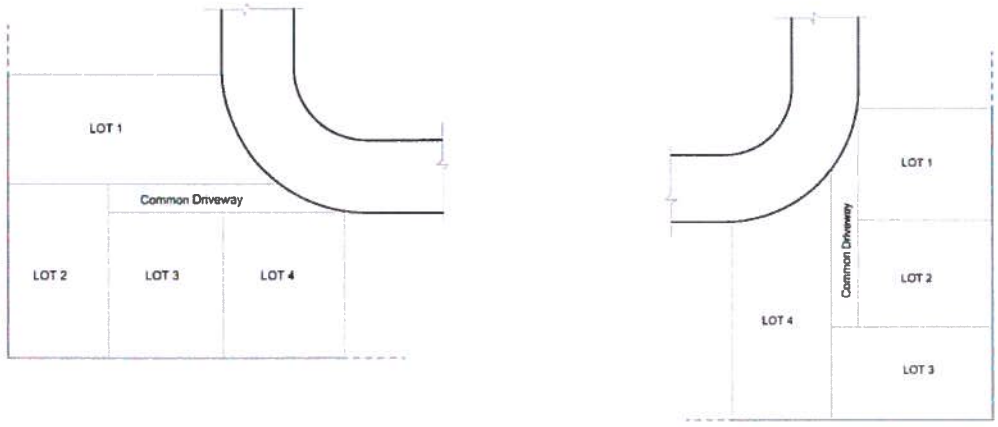


Image B-5_3

Local Street Cul-de-Sac With Common Driveways Option

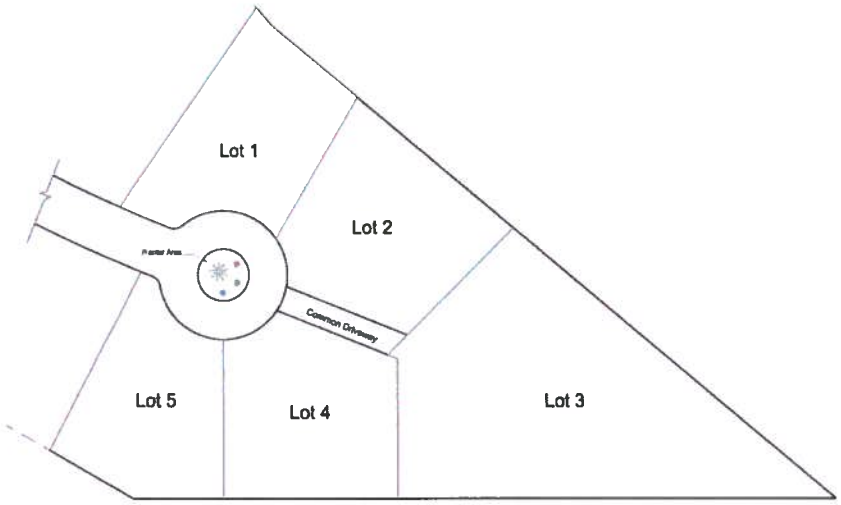


Image B-5_4

Local Street Cul-de-Sac With Center Planter

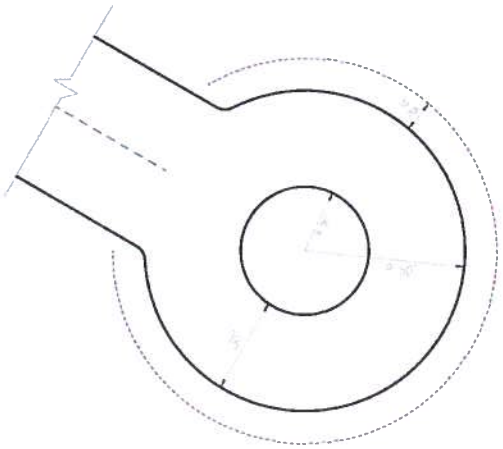


Image B-5_5

Local Street Knuckle With Center Planter and Flag Lot Option

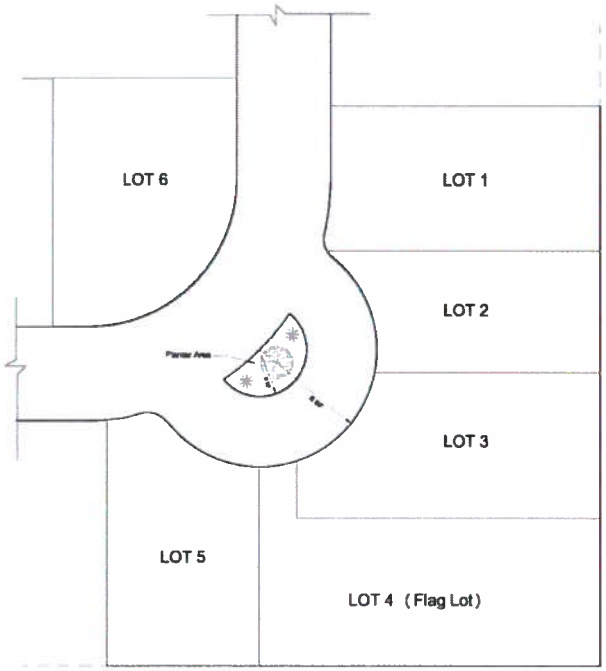


Image B-5_6

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

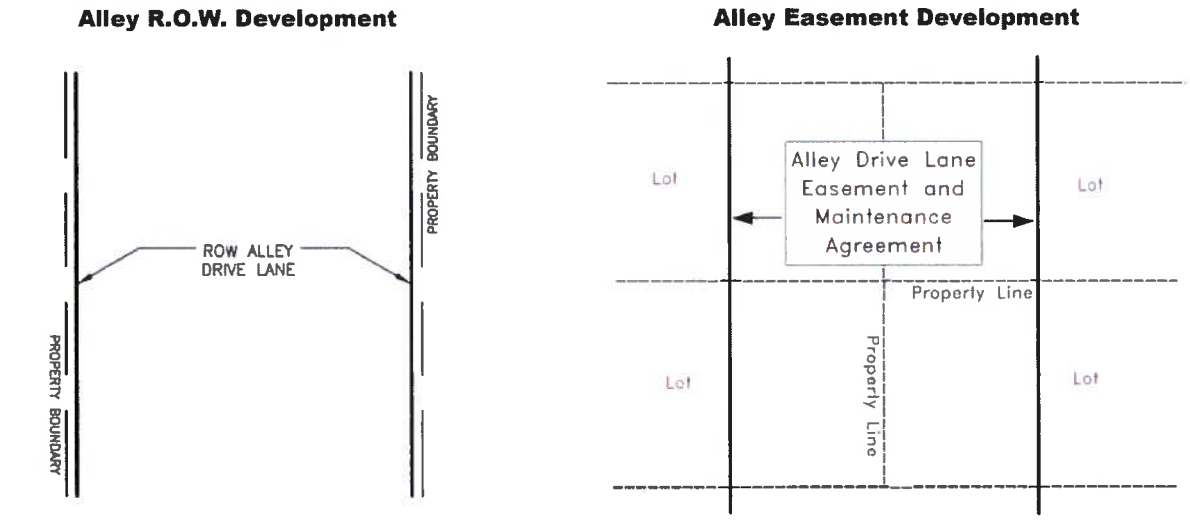


Image B-5_7

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

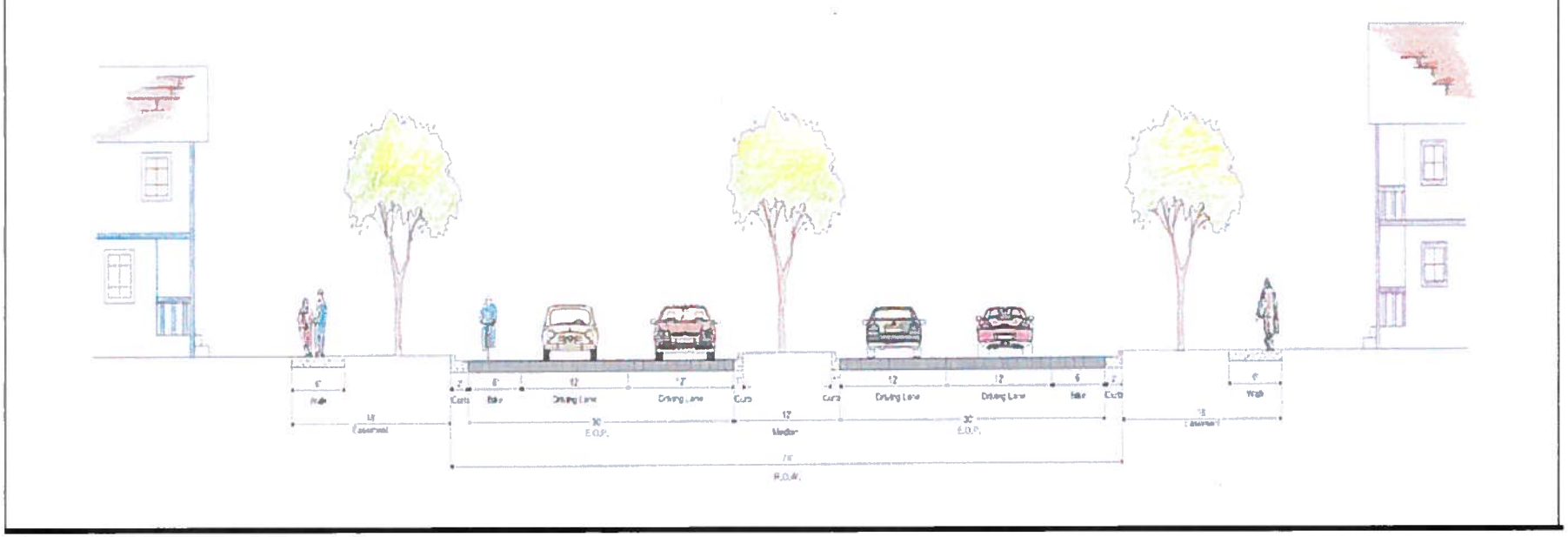


Image B-5_8

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

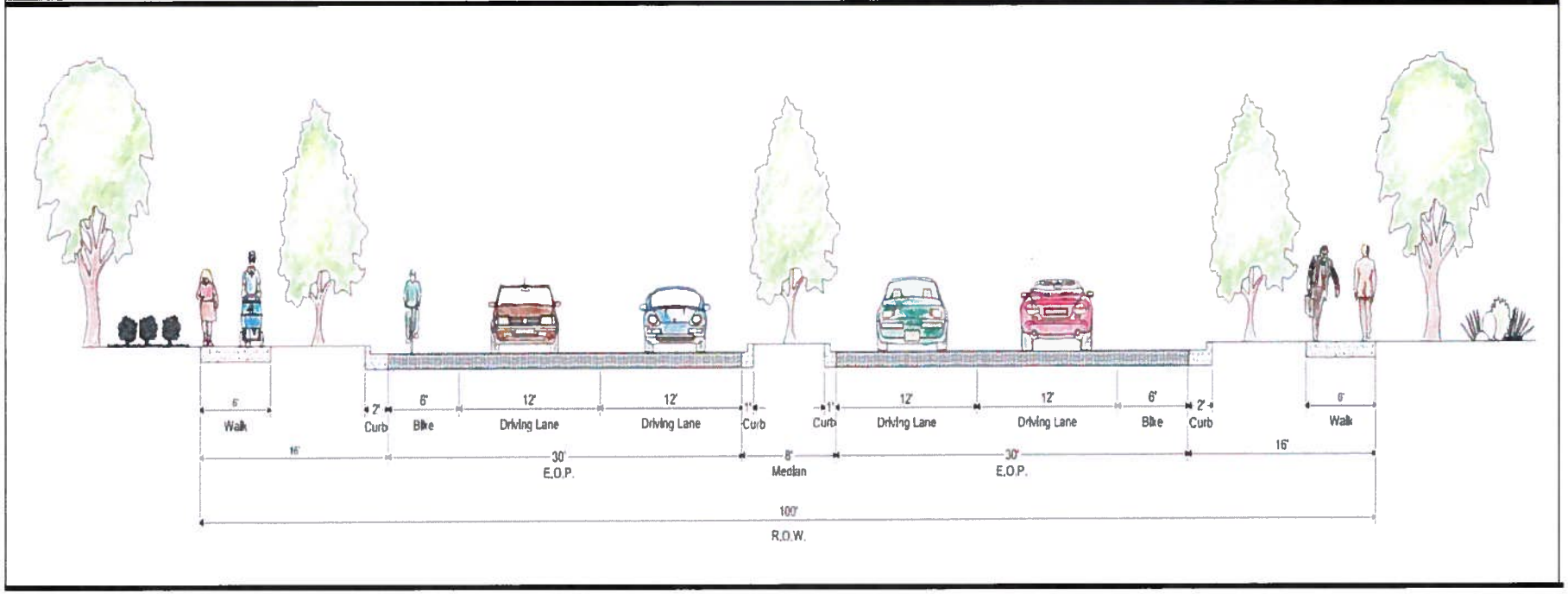


Image B-5_9

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

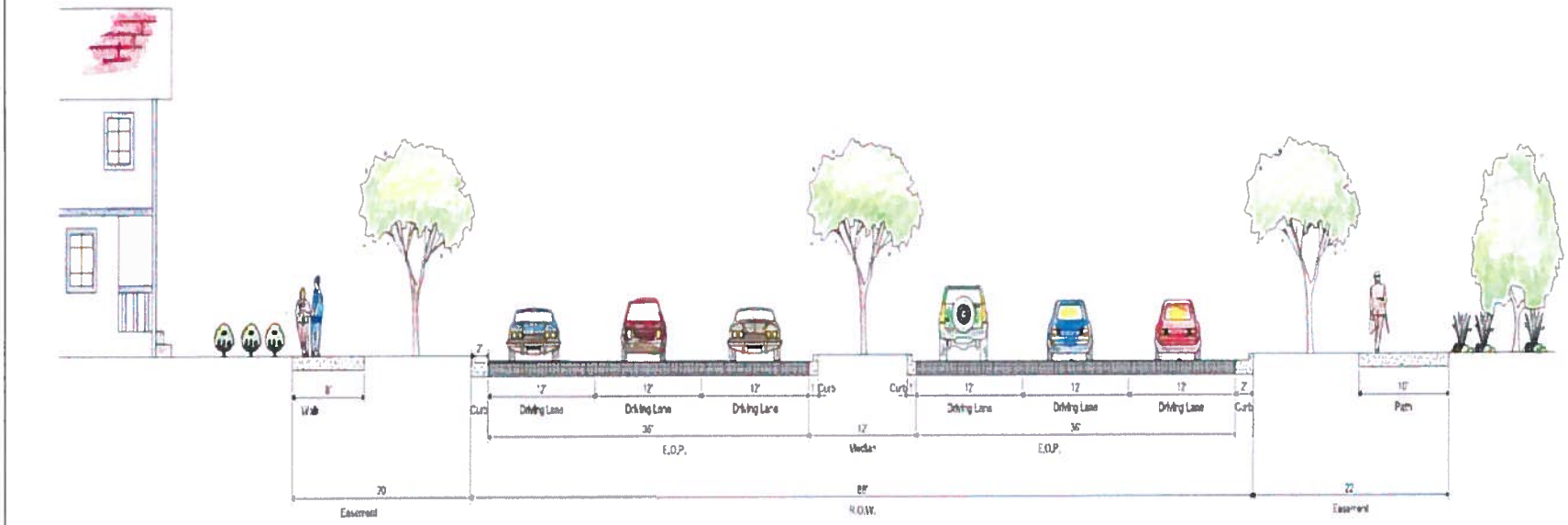


Image B-5_10

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

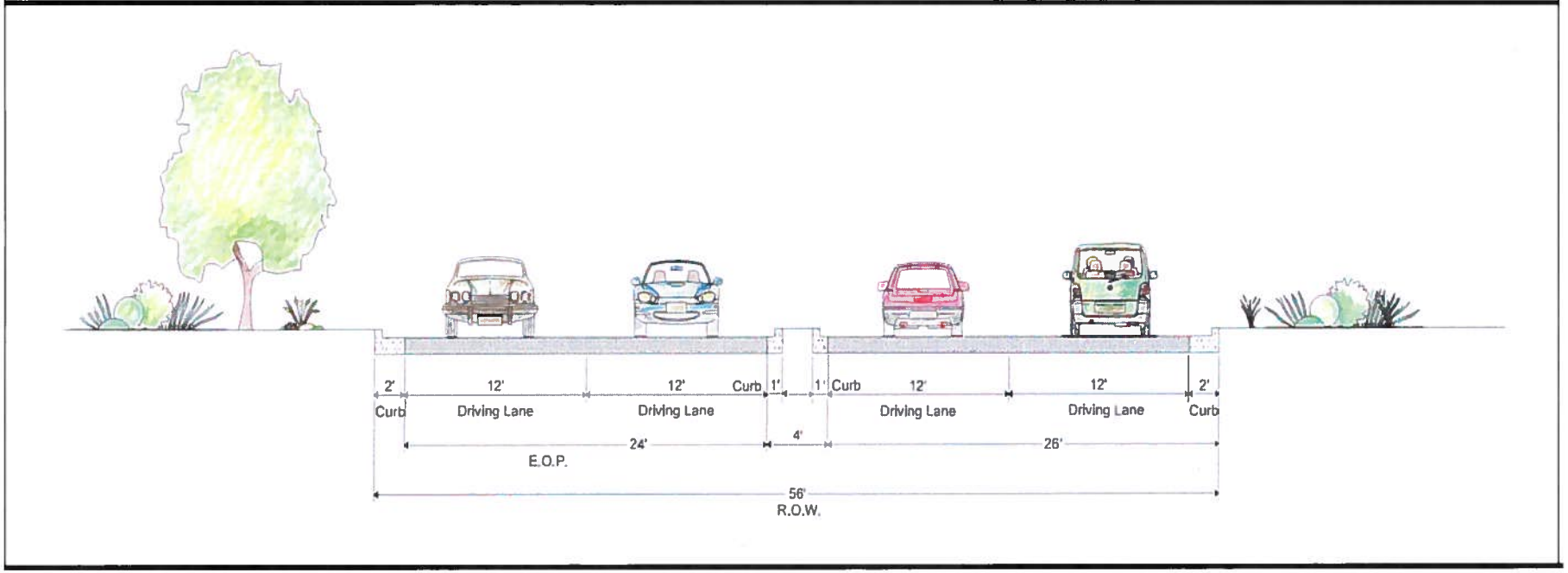


Image B-5_11

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

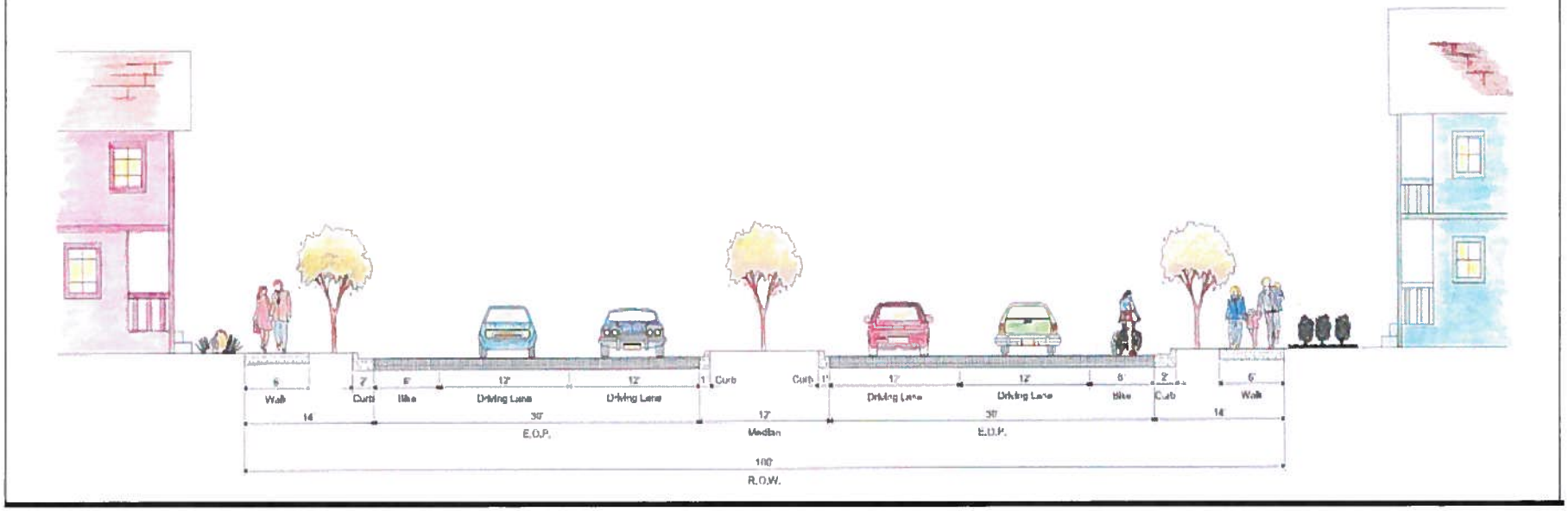


Image B-5_12

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

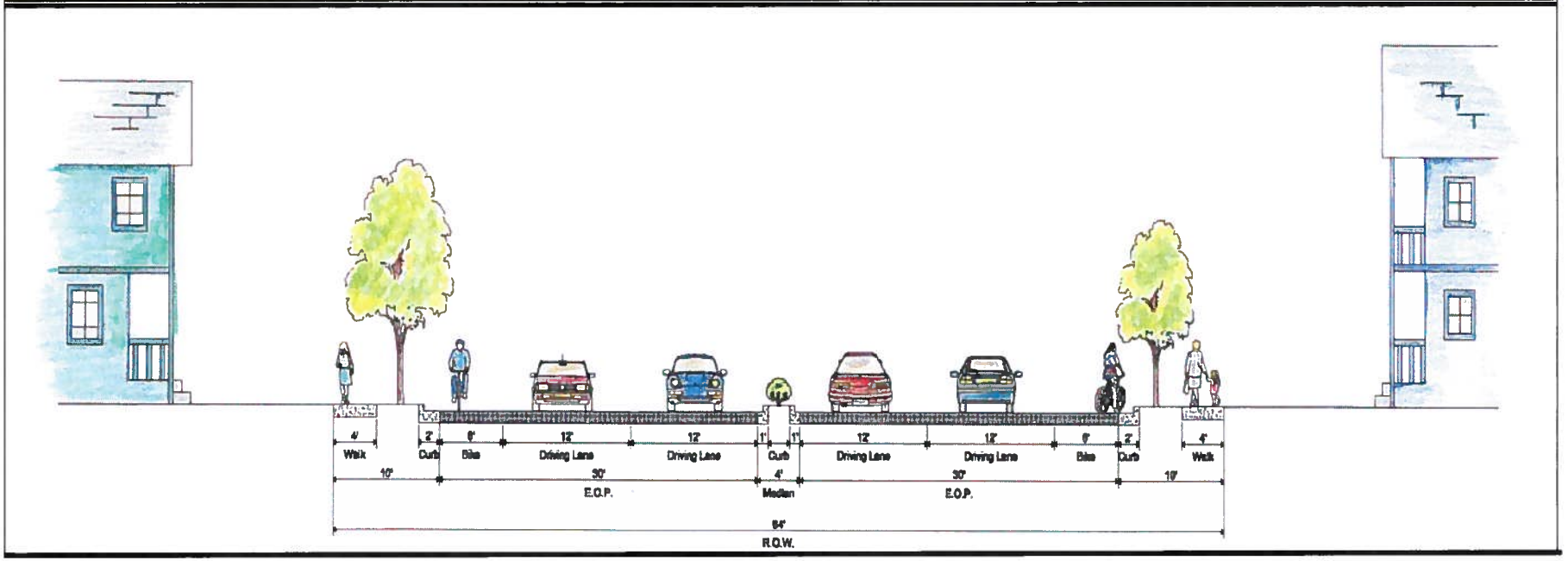


Image B-5_13

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

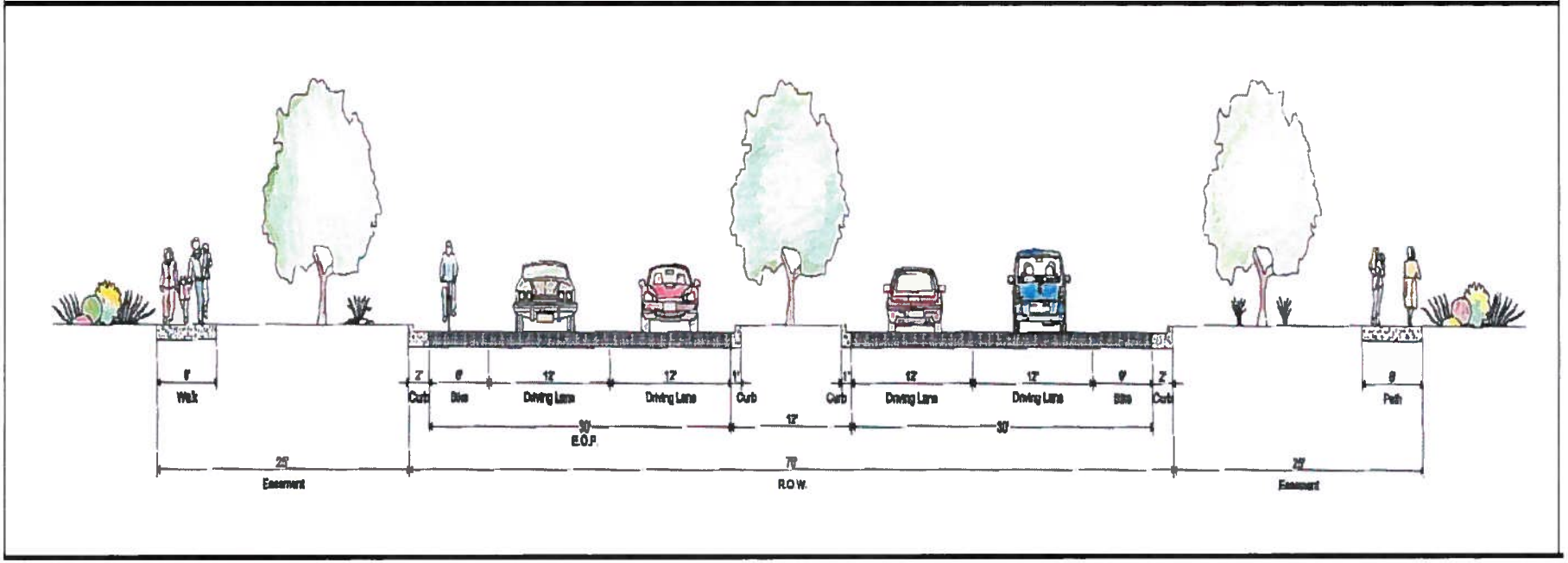


Image B-5_14

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

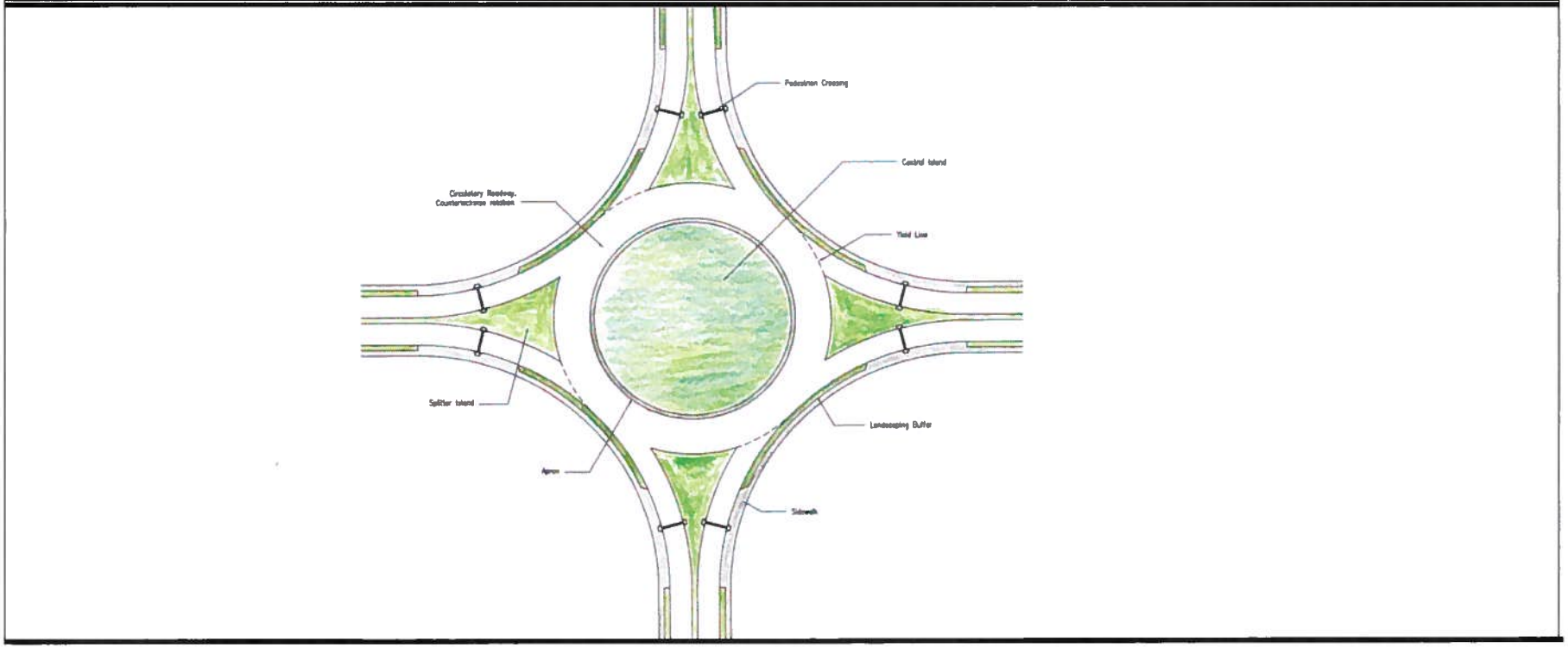


Image B-5_14

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

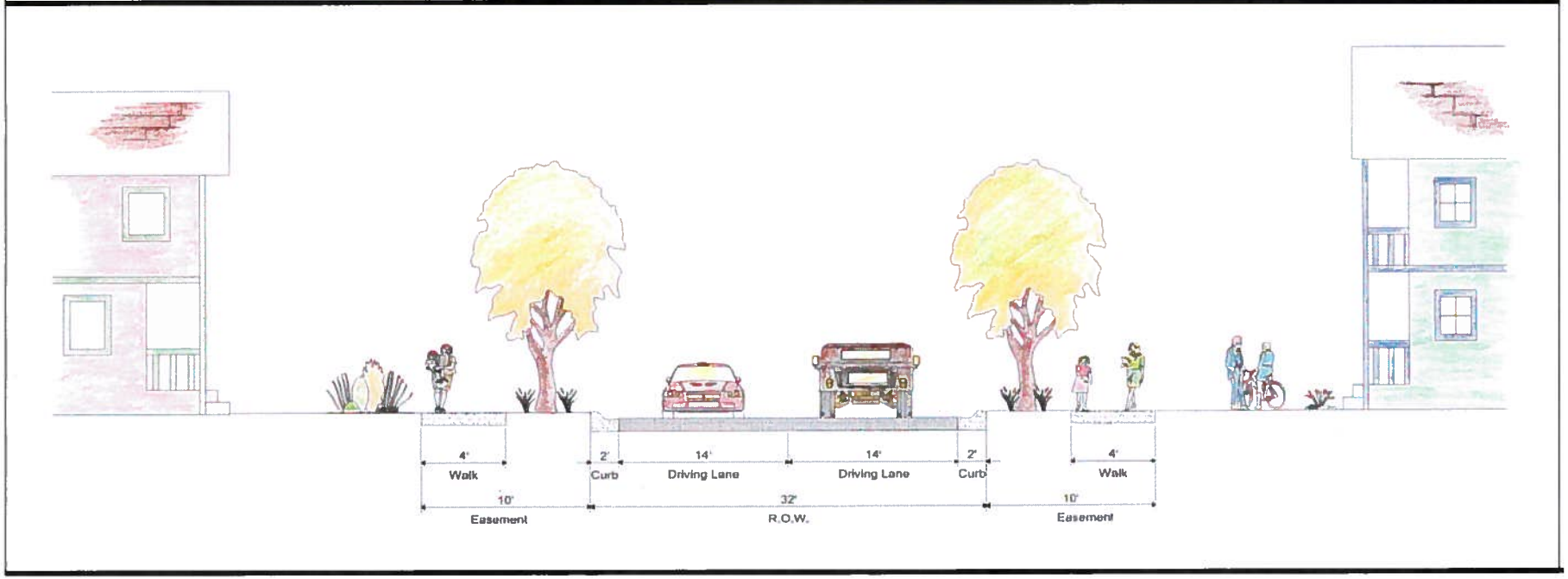


Image B-5_16

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

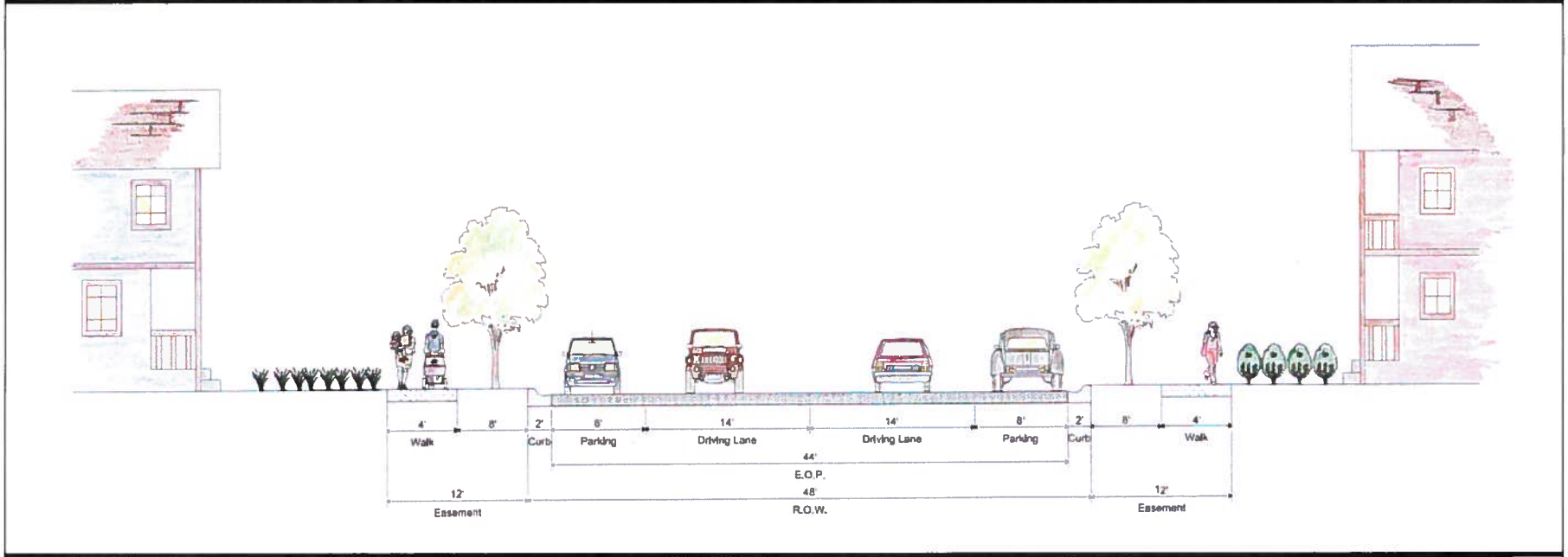


Image B-5_17

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

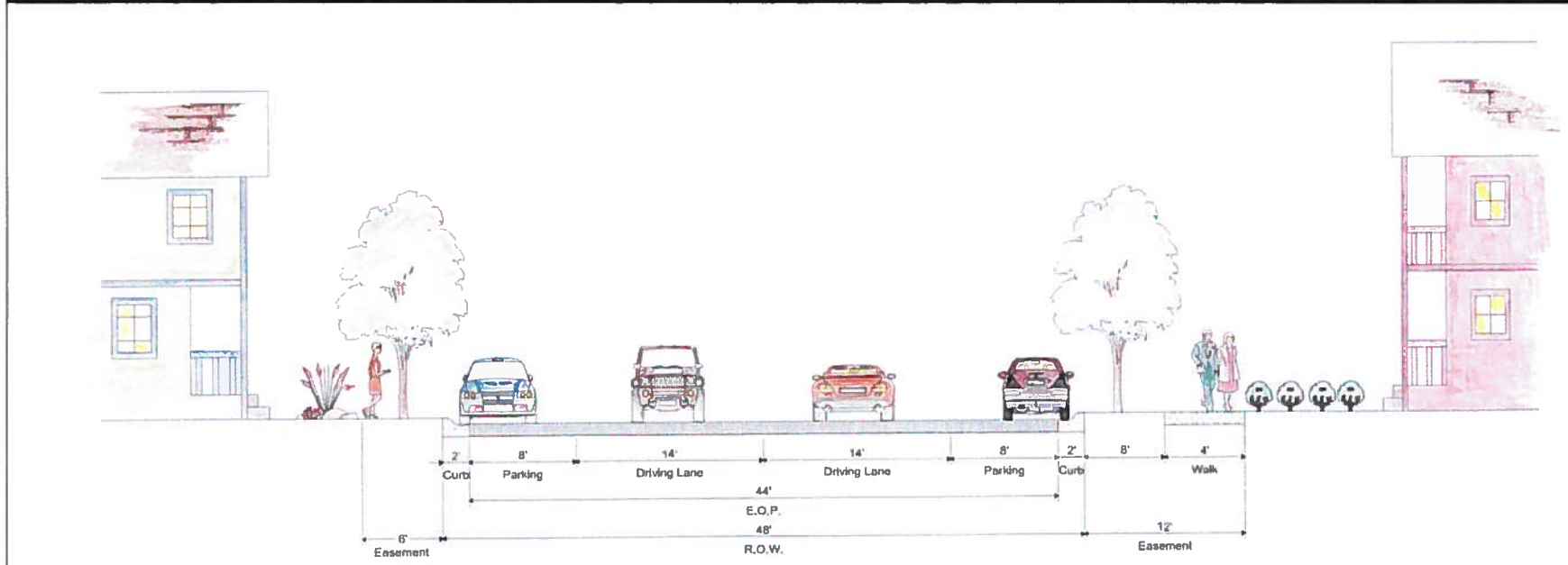


Image B-5_18

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

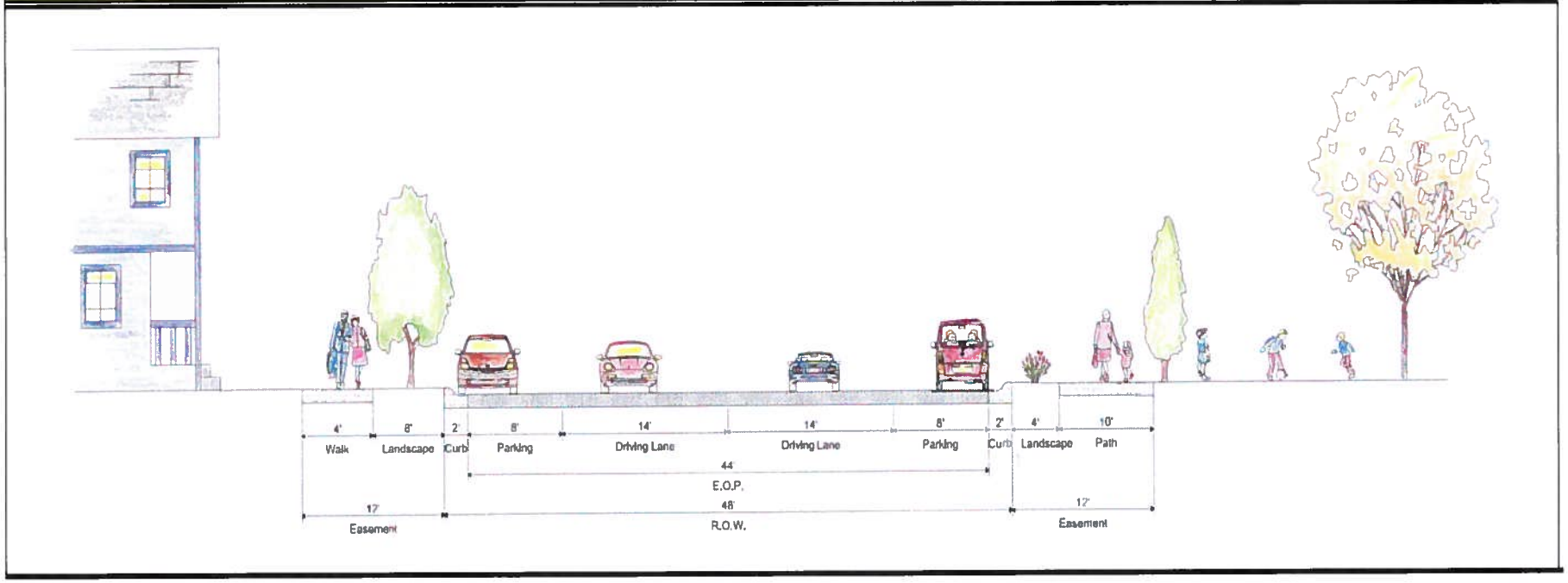


Image B-5_19

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

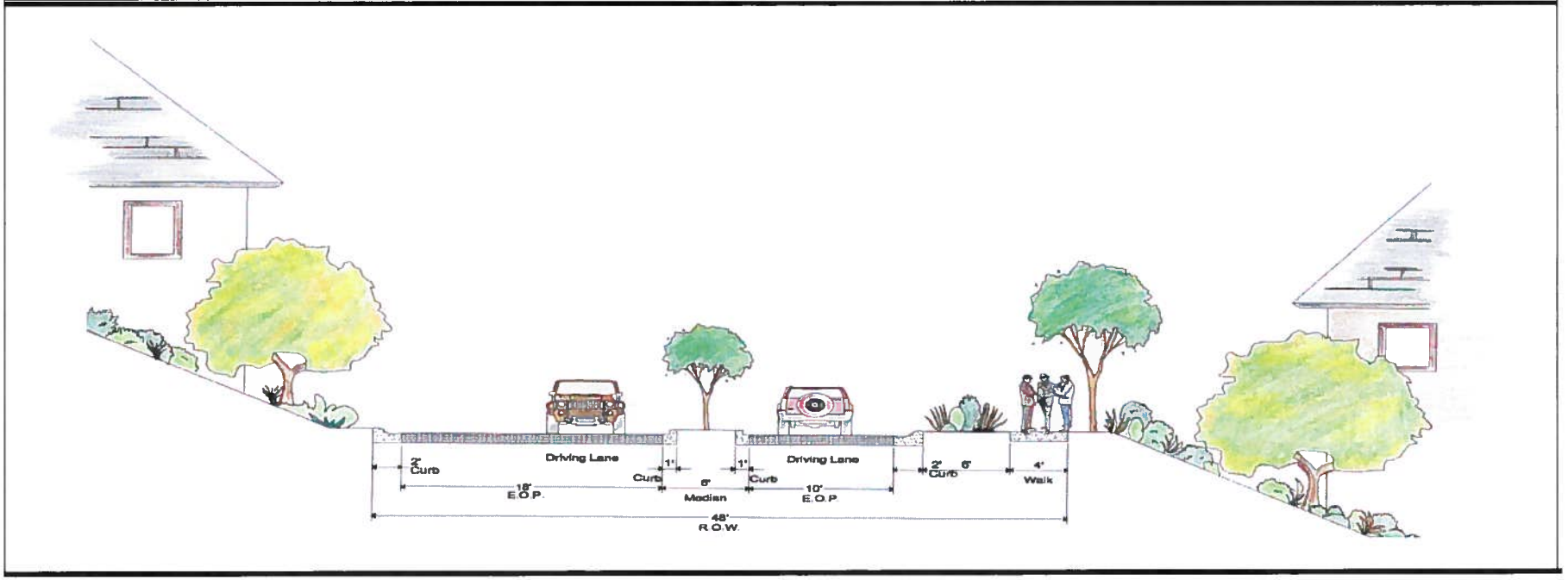


Image B-5_20

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

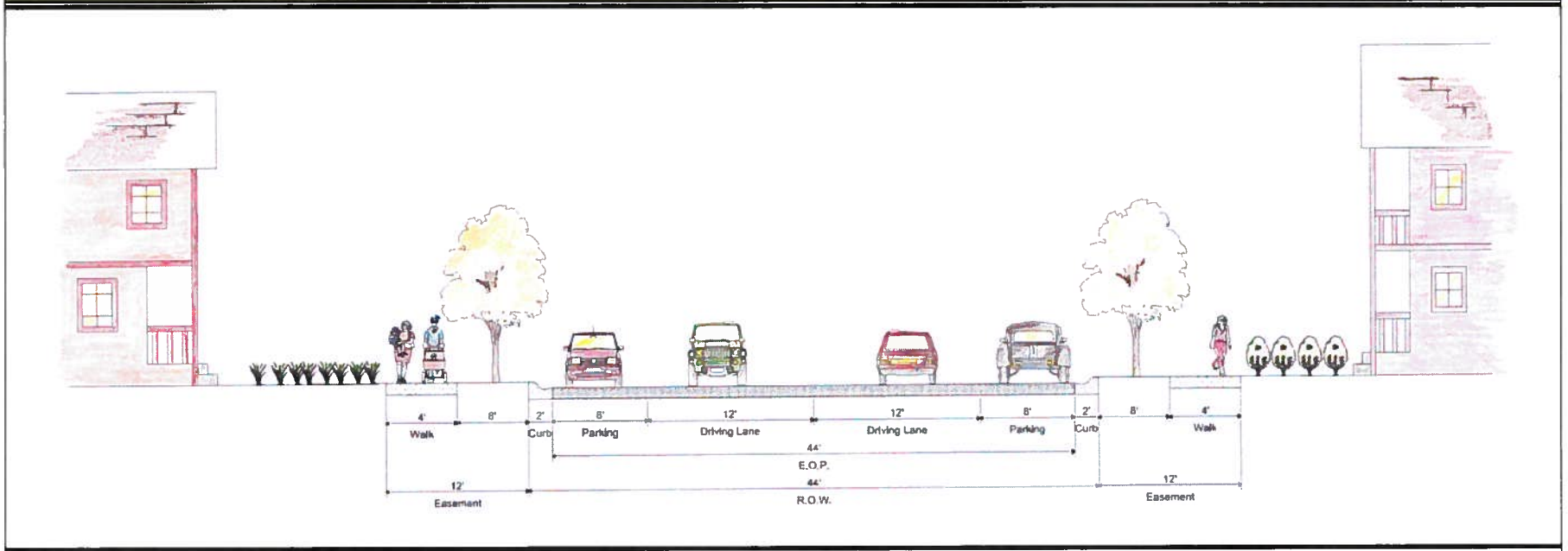


Image B-5_21

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

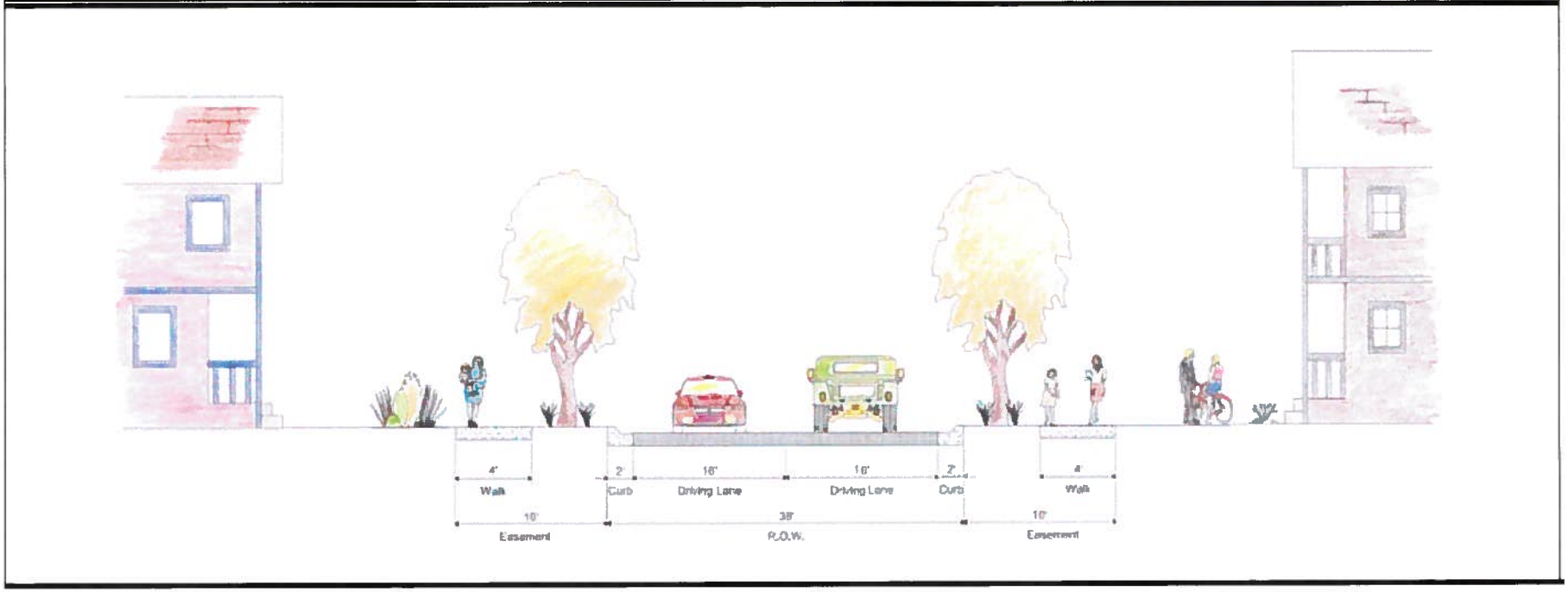


Image B-5_22

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

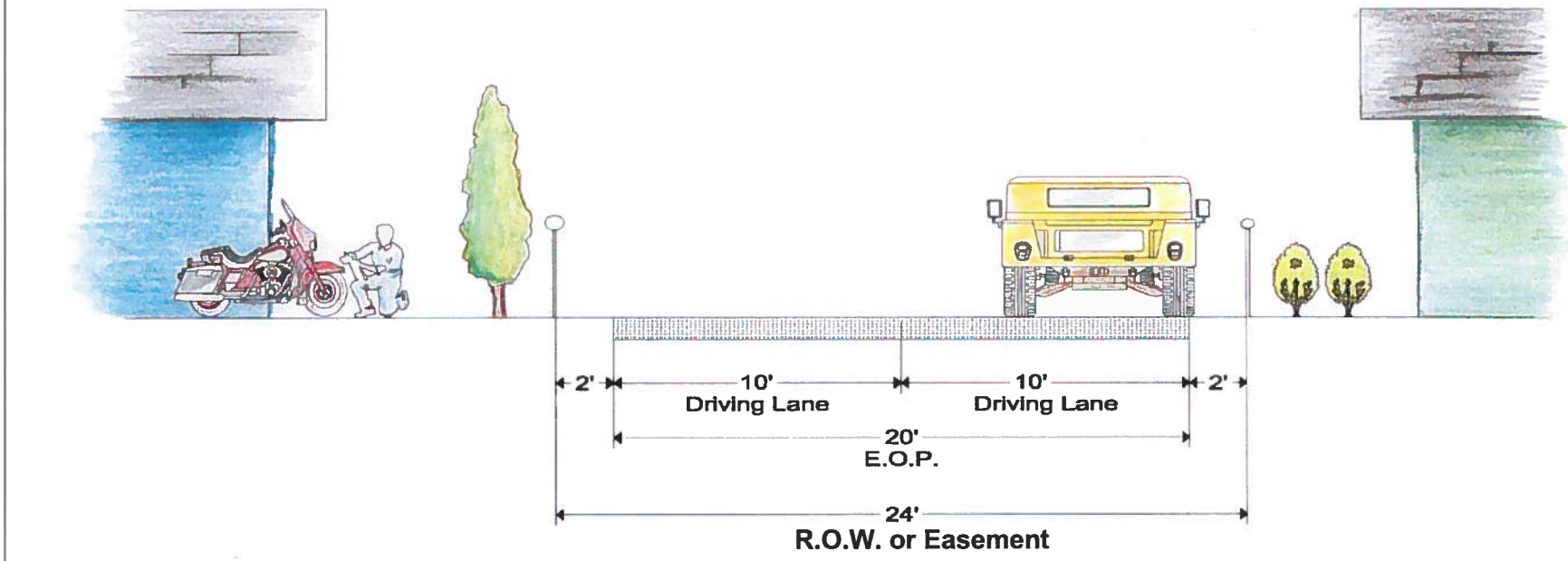


Image B-5_23

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

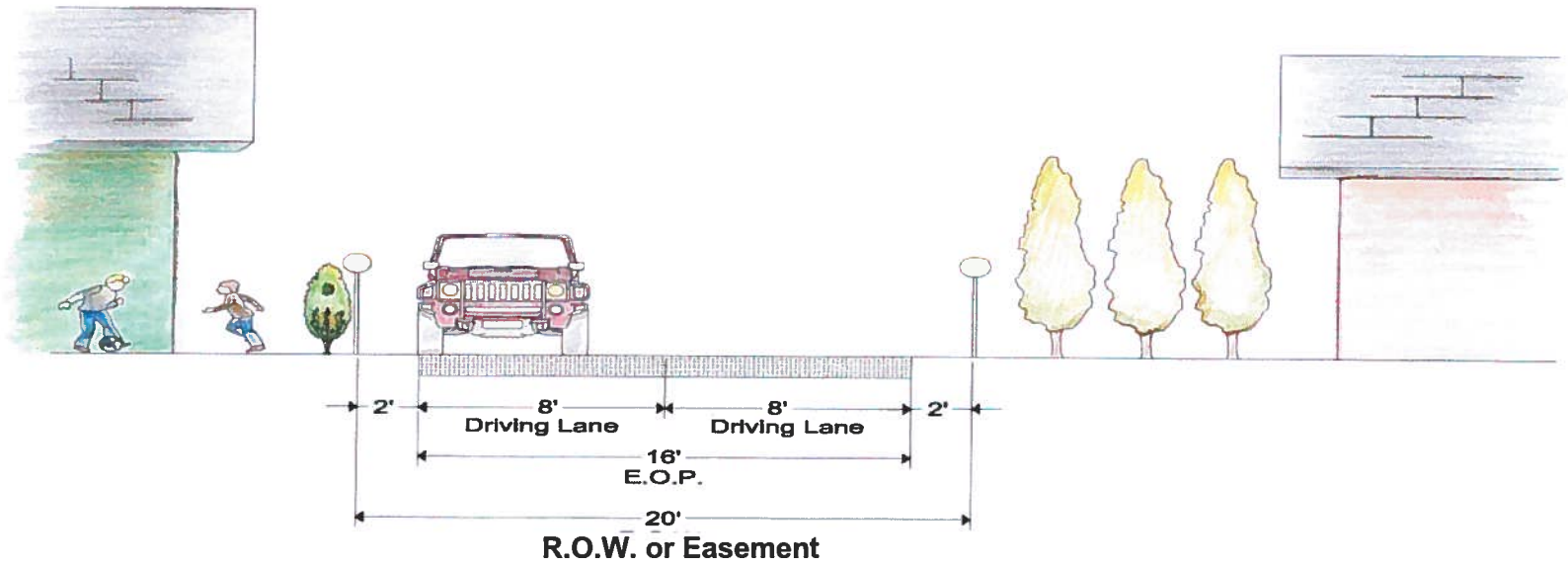


Image B-5_24

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

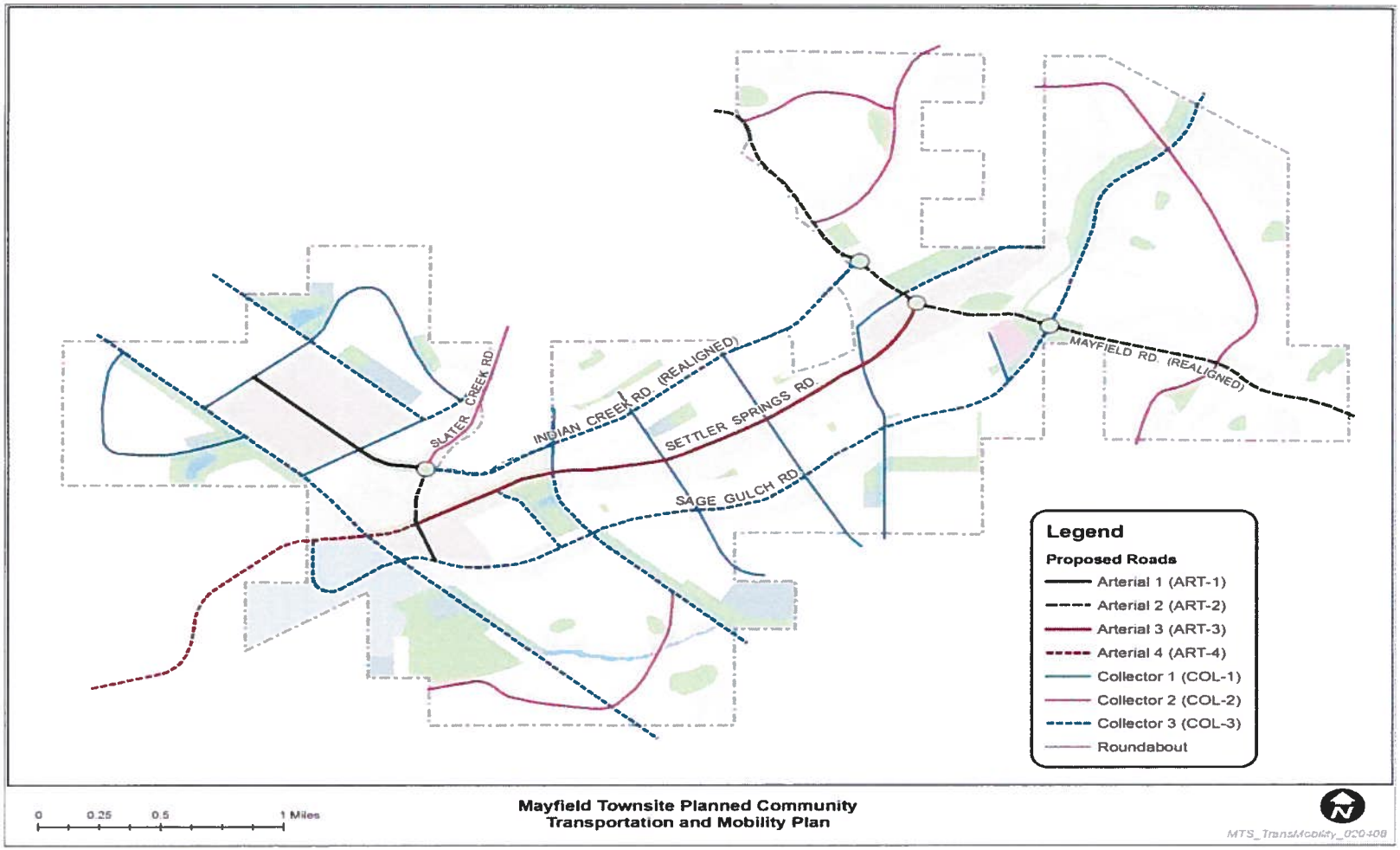


Image B-5_25

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

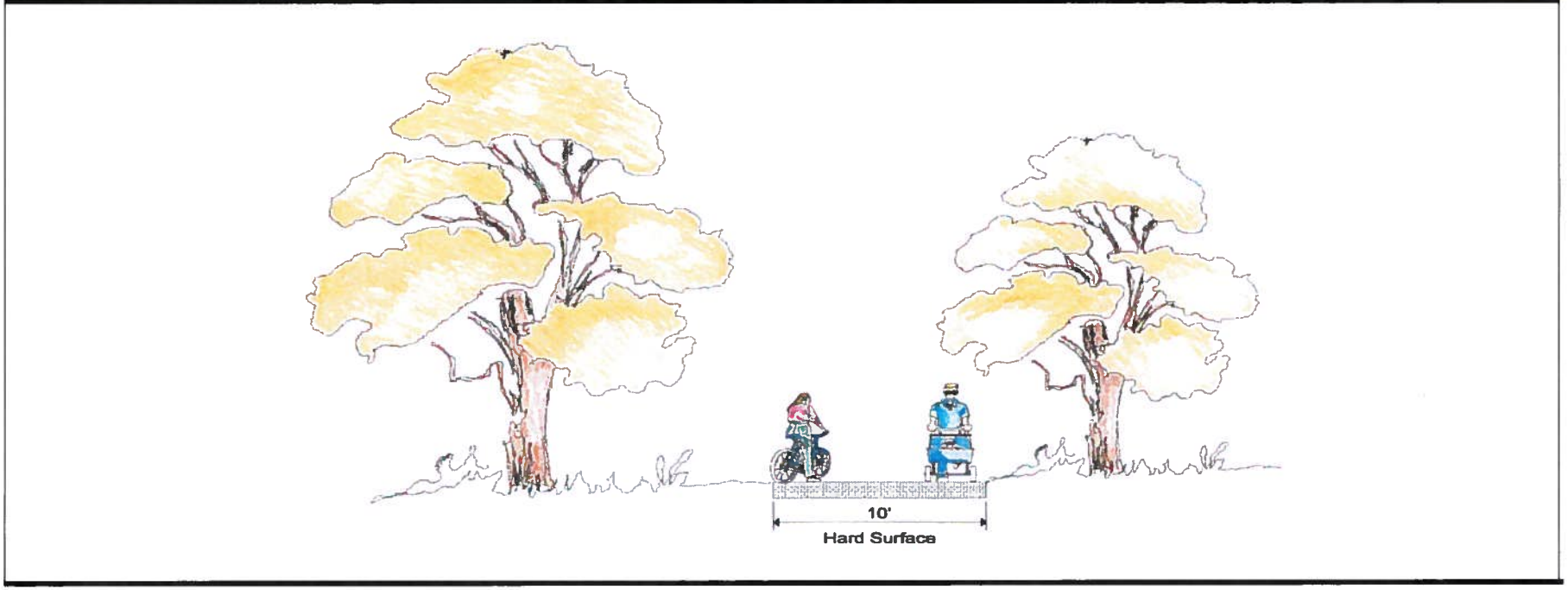


Image B-5_26

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

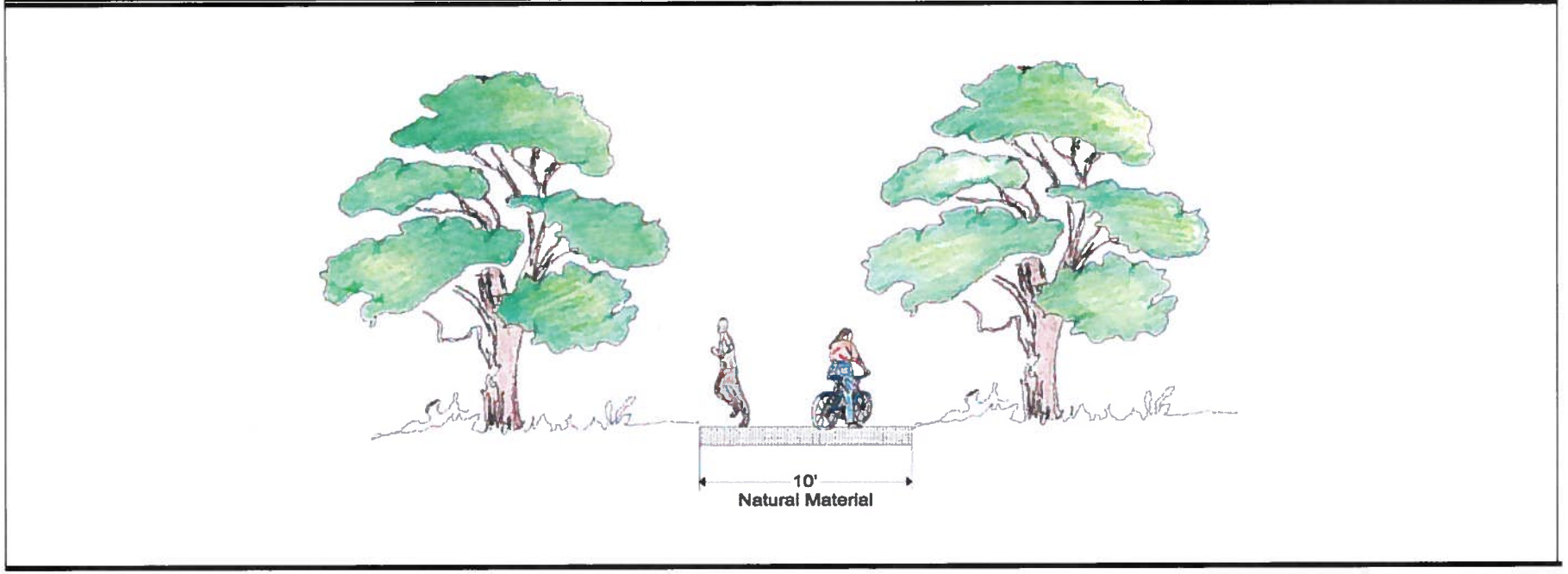


Image B-5_29

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

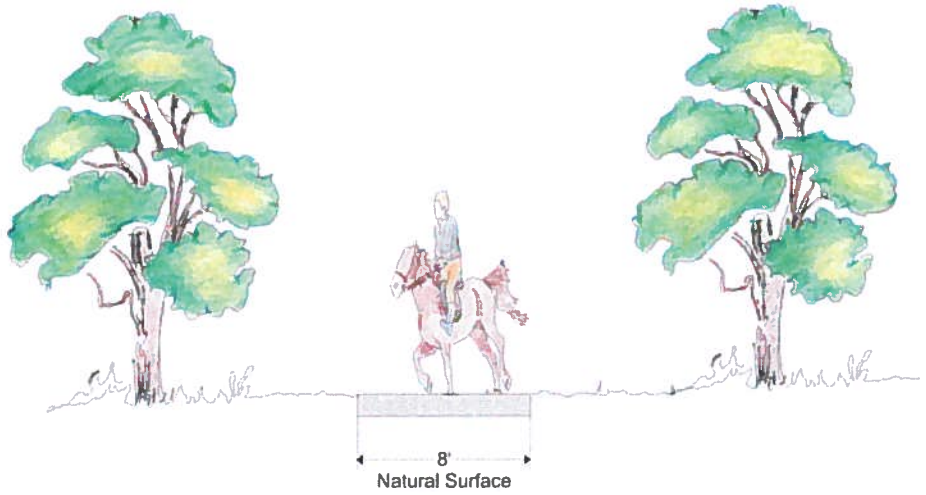


Image B-5_32

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

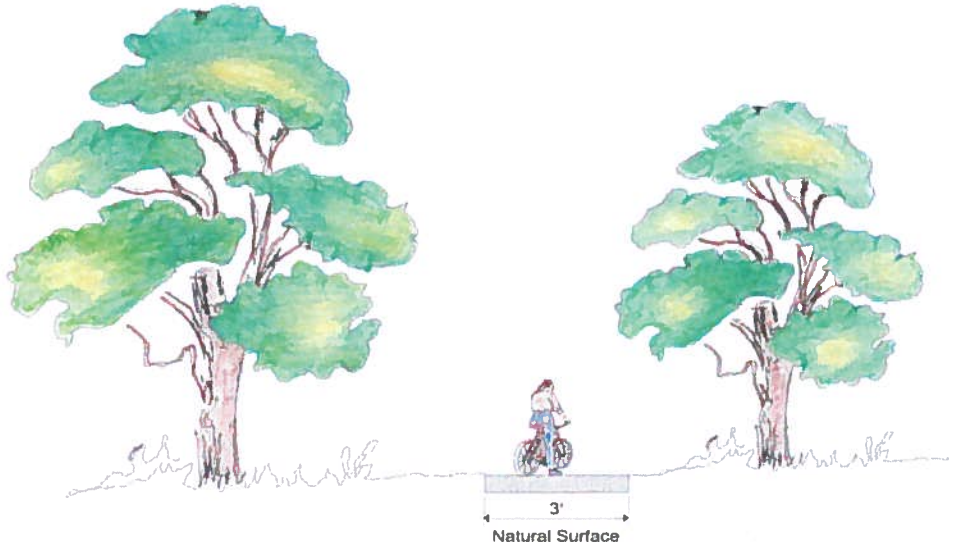


Image B-5_33

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

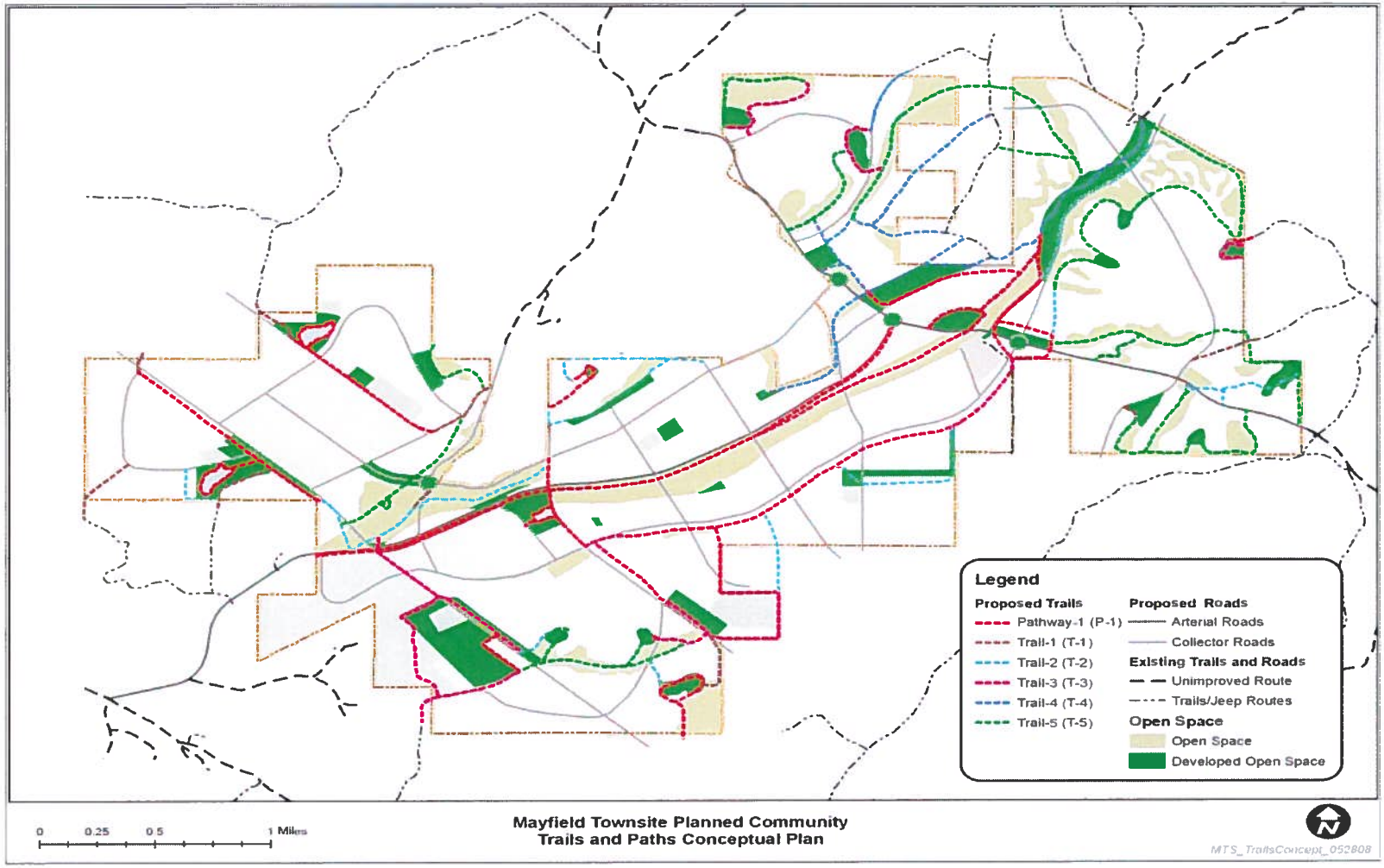


Image B-5_34

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

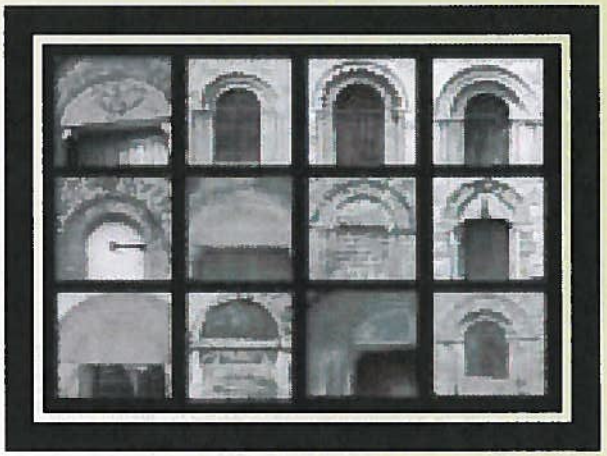
Additional strategies to reduce vehicle trips within the Mayfield Townsite Planned Community include the following:

- 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



Contents

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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

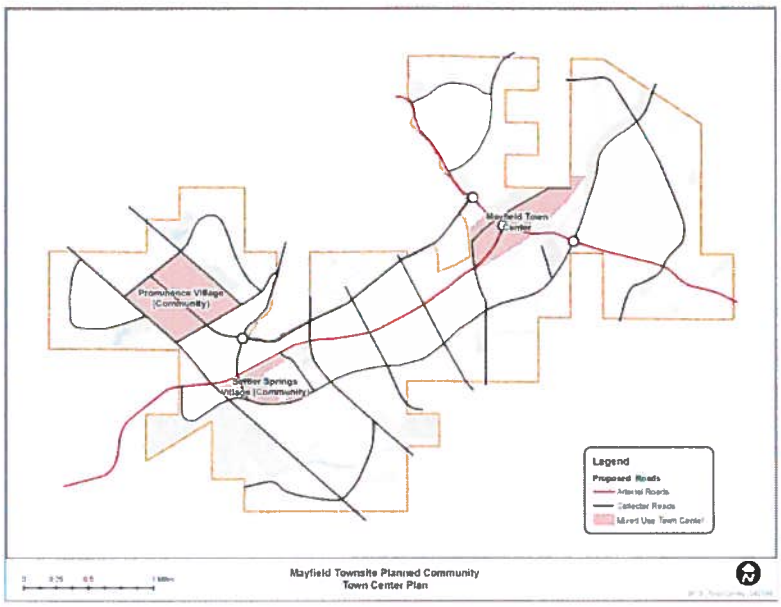


Image B-6_1

Neighborhood Map

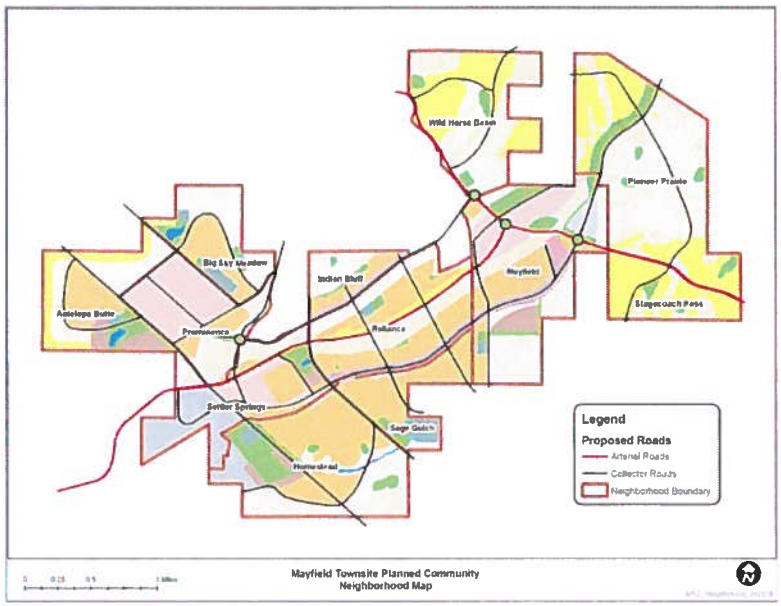
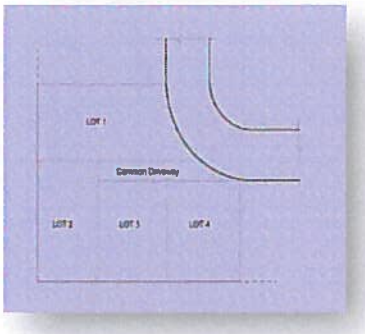
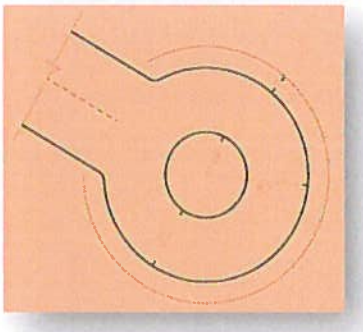


Image B-6_2

Mayfield Community General Guidelines (MCGG)





Mayfield Community General Guidelines (MCGG)

The Mayfield Community General Guidelines sections include:

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.

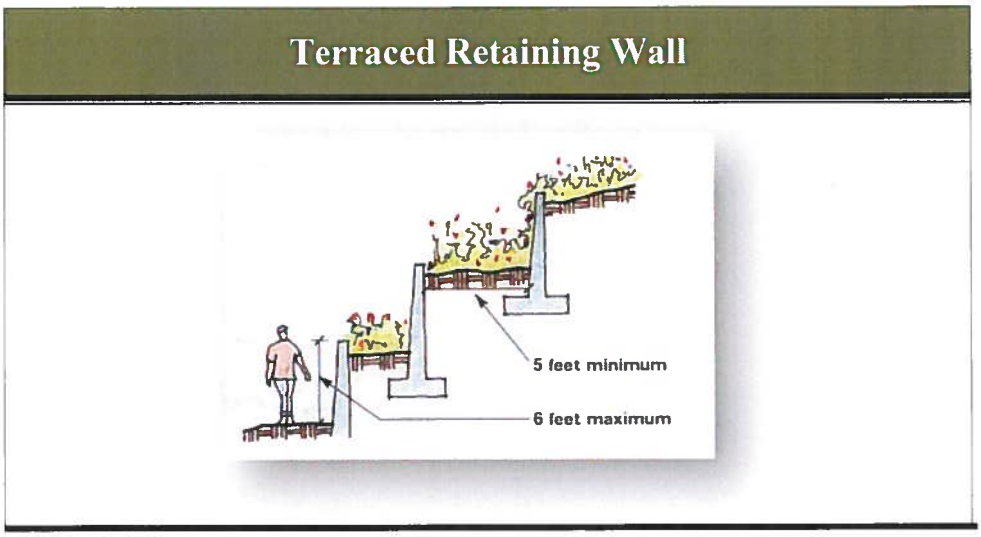


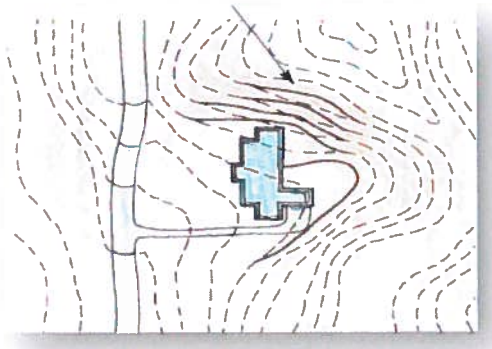
Image B-6_5

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.

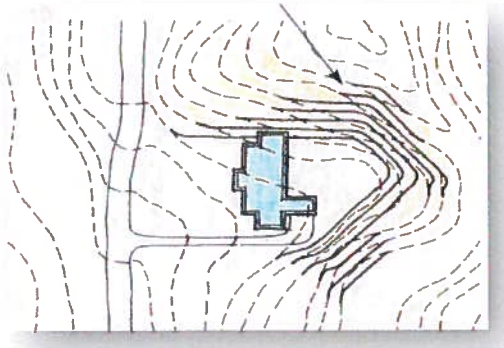
Grading and Contours Related To Site Features

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

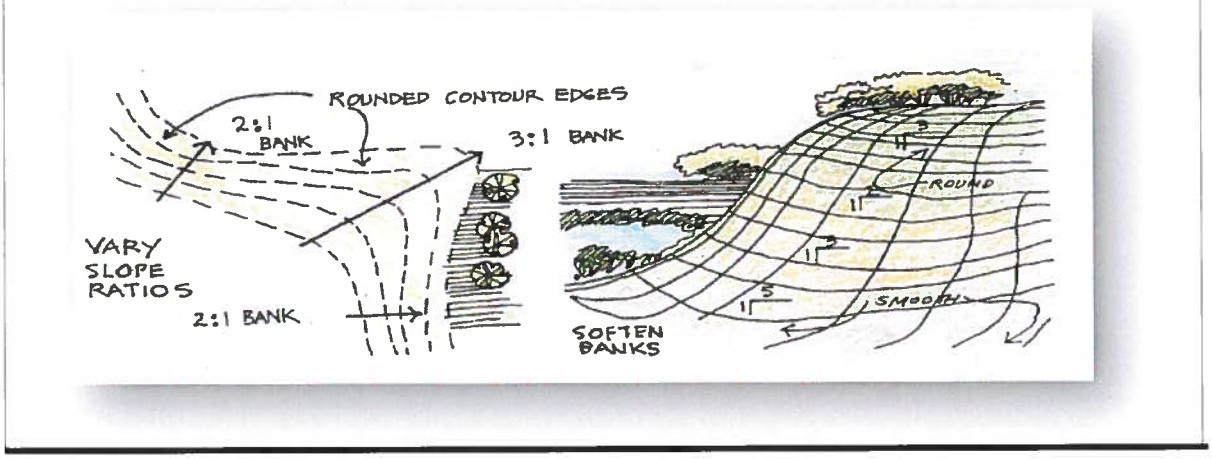


Image B-6_7

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.

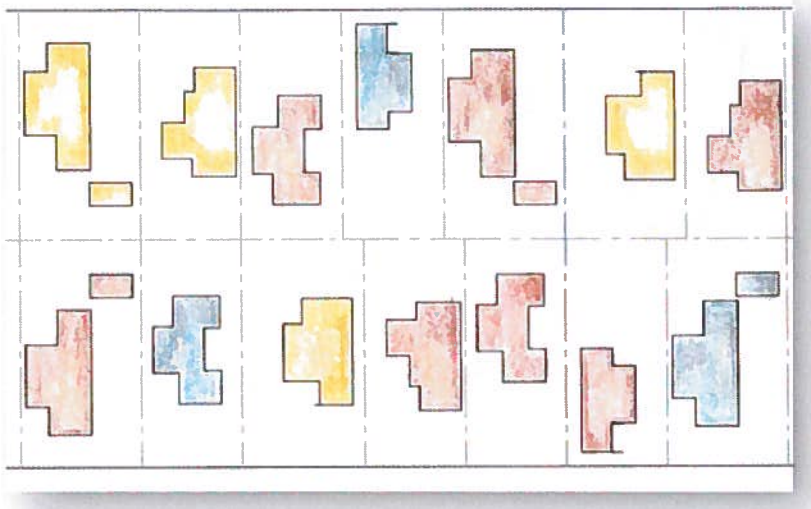
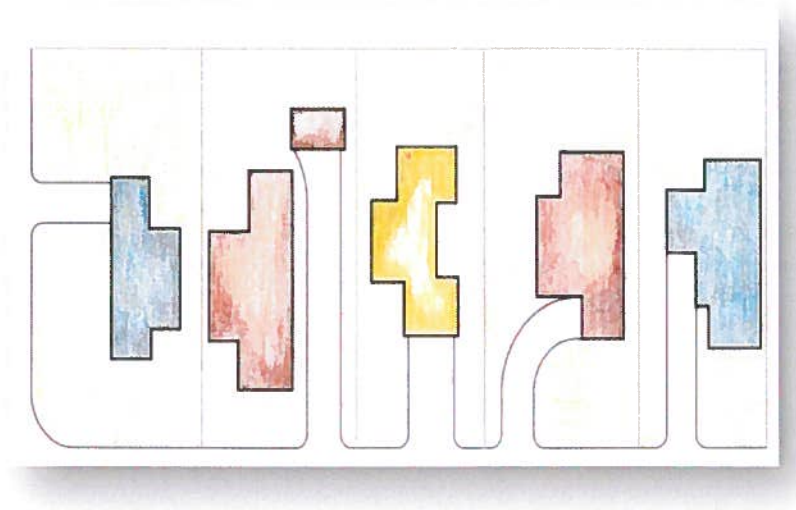


Image B-6_8

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.

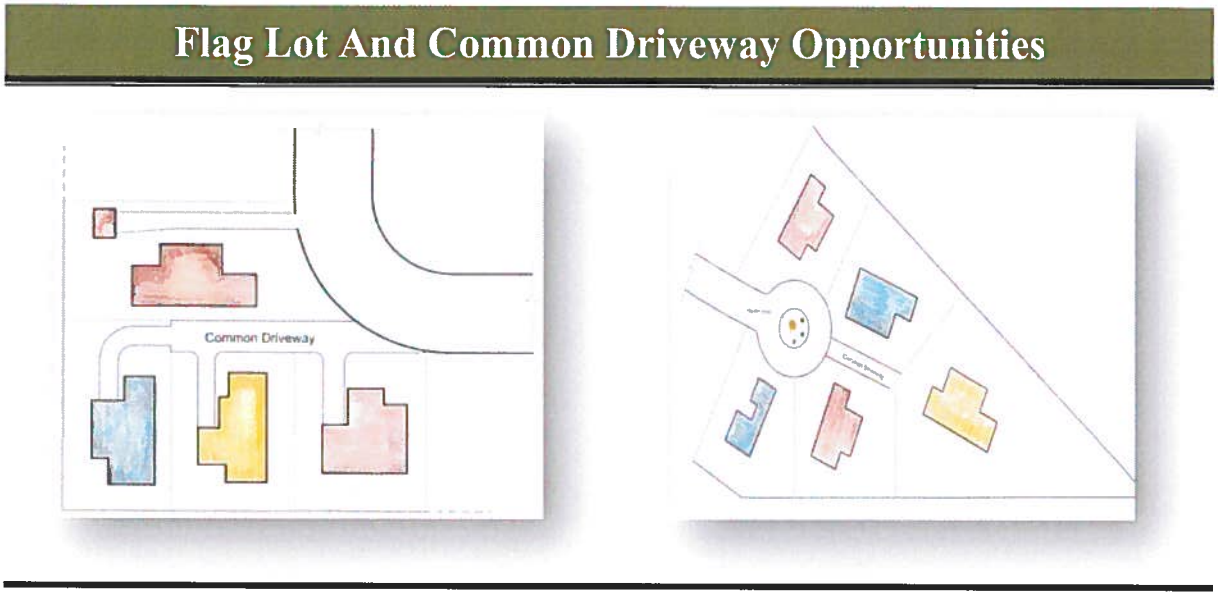


Image B-6_11

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.

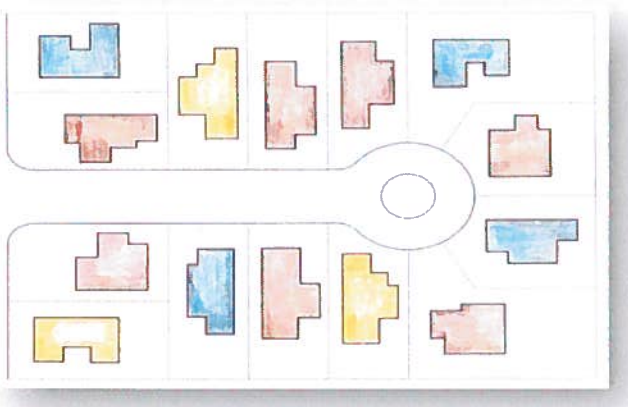
This image highlights clustered townhomes with the front yard orientation toward a central courtyard with front porches.

This image highlights clustered townhomes with rear-loaded garages.

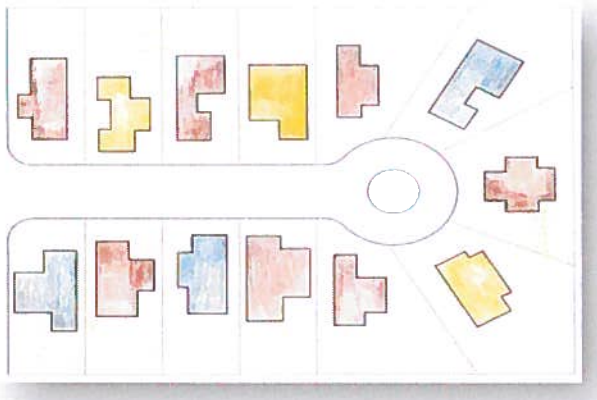
This image also shows the architectural detail taken on the rear façade.

Image B-6_12

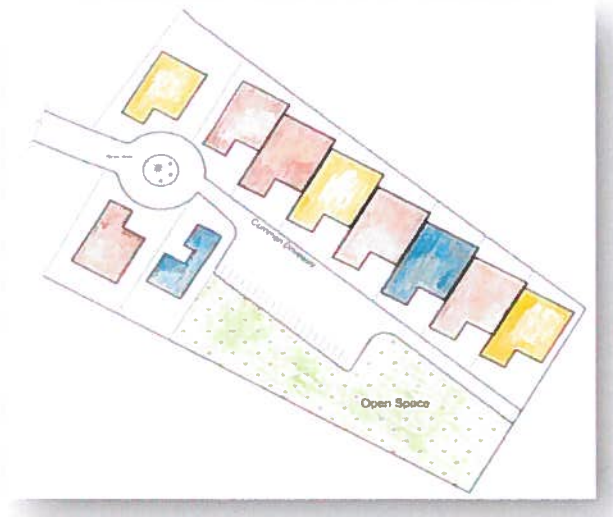
Cul-de-sac Clustering Opportunities



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.

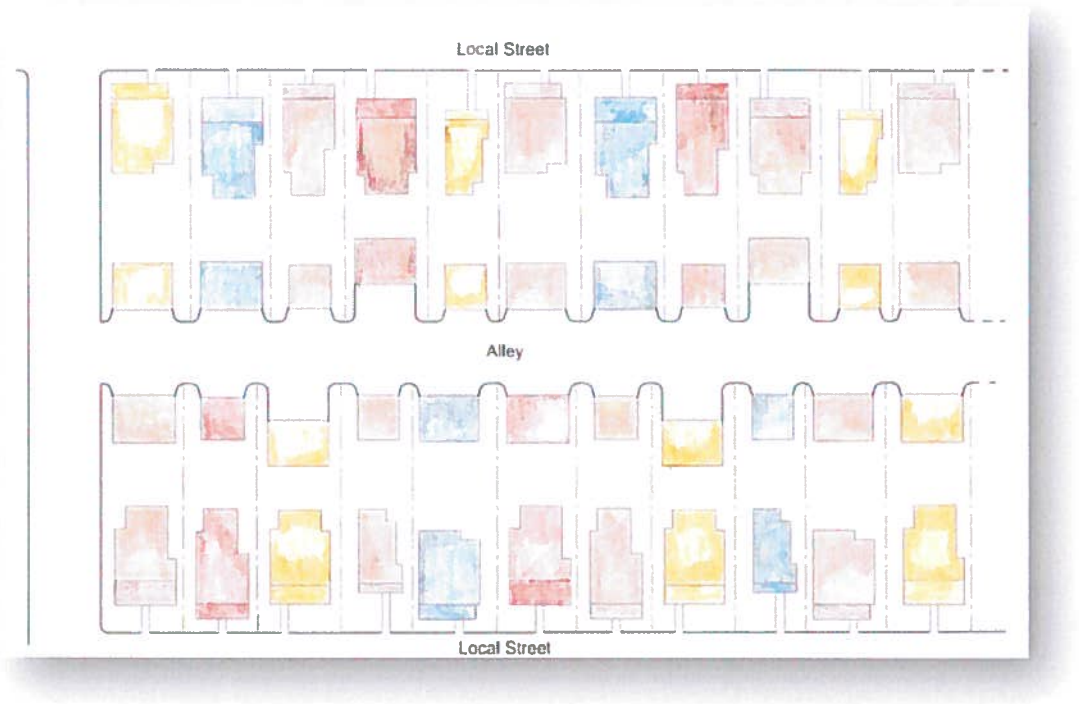


Image B-6_14

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:

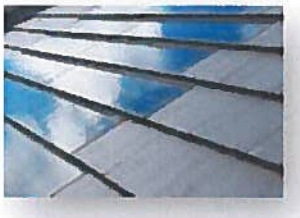
- Illuminated street address lighting fixtures should be installed on the front yard side of each dwelling to facilitate location of the street address numbers for safety and public convenience and to compensate for dark sky lighting considerations.
- Outdoor lighting, other than street lighting, should 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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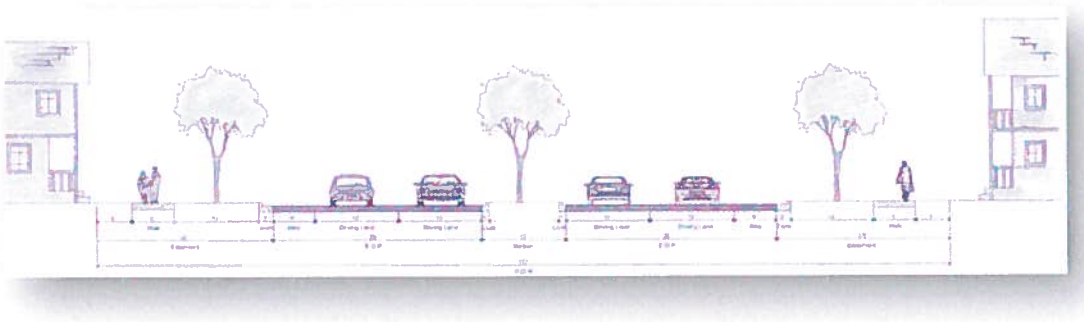
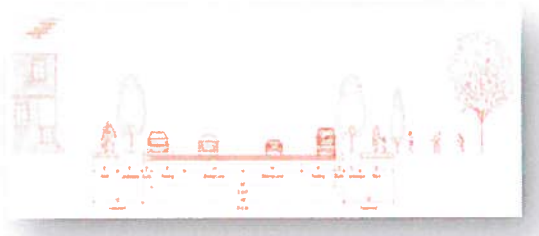
Street Design





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.

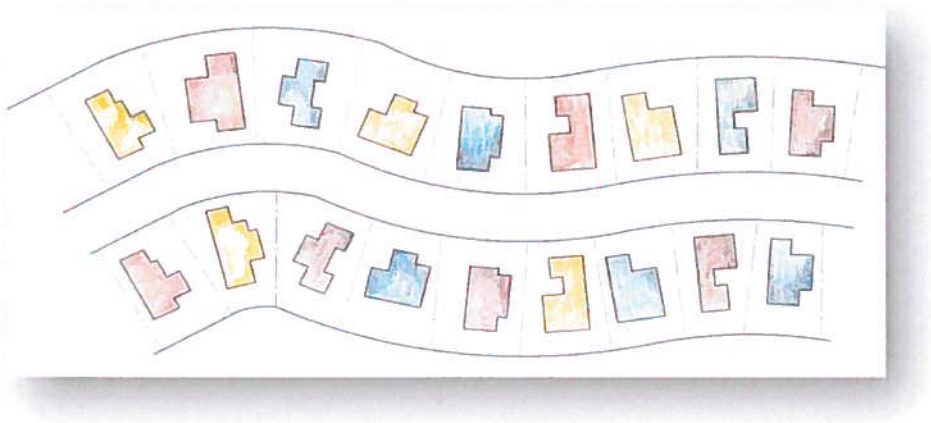
Residential Street Design and Features

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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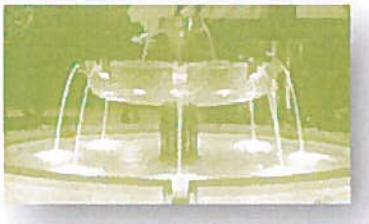
Community Landscape Design Standards



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

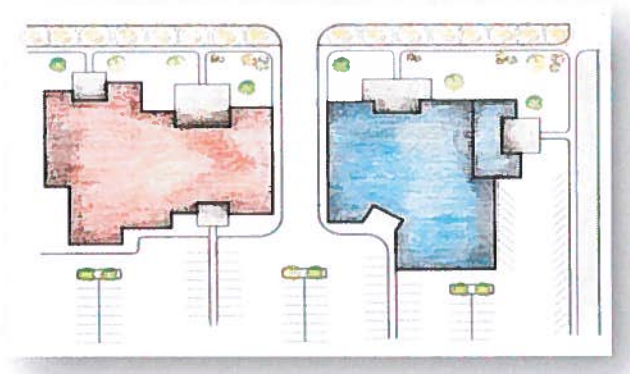
Access, Placement and Orientation

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

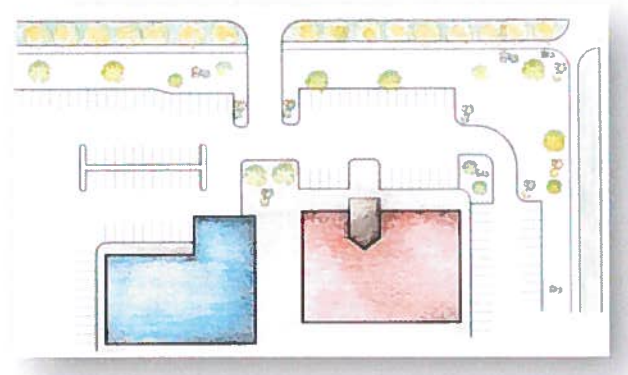
Community and promotes (walkability) pedestrian access. Façades and access should face the street with direct pedestrian access from the street as well as from parking areas.

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.



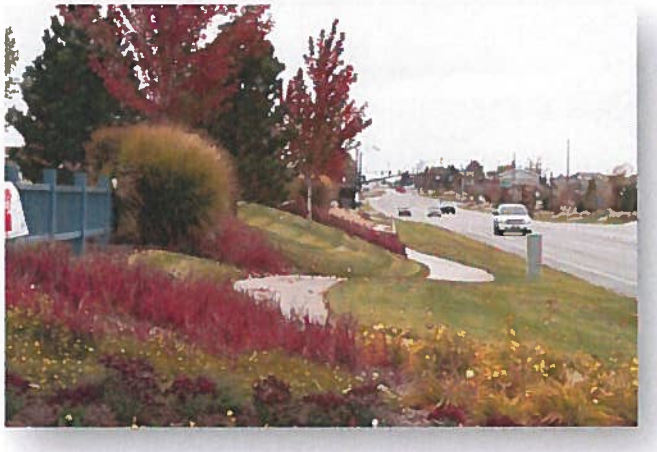
This image shows shared access and parking with building arrangements that are pedestrian oriented (façades facing the public right-of-way) but not pedestrian friendly as there is no direct pedestrian access.

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

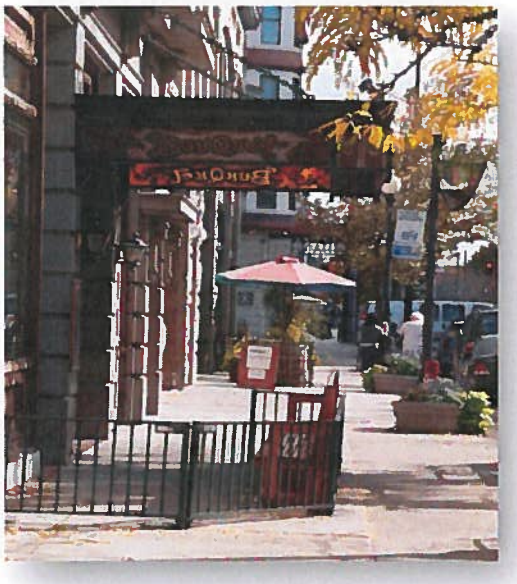
Ground Floor Treatment and Transparency

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)

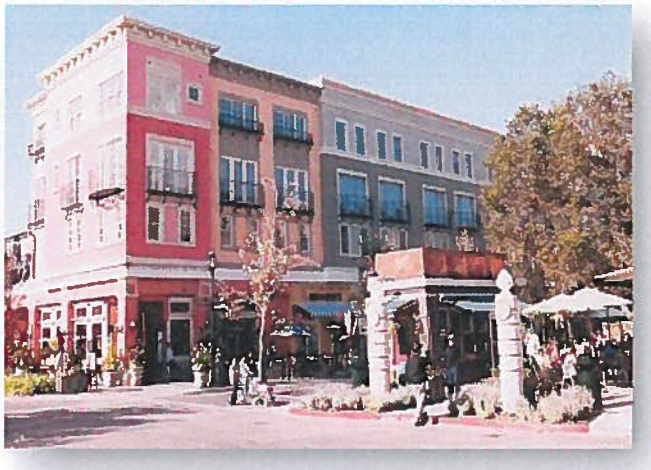
The preferred Multi-Use and Mixed-Use style for the Mayfield Neighborhood Guidelines (MNG) is **Traditional** and should incorporate the historic nature of the neighborhood and the architectural design styles and features of the **Tudor, Craftsmen, Bungalow, or Colonial Revival** styles. Aspects of these 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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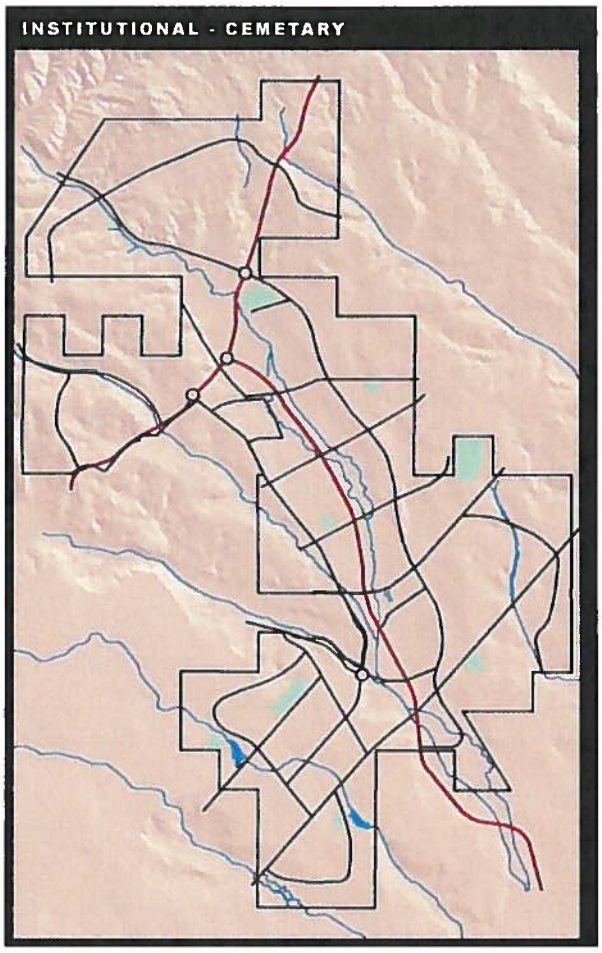
Institutional Design Standards



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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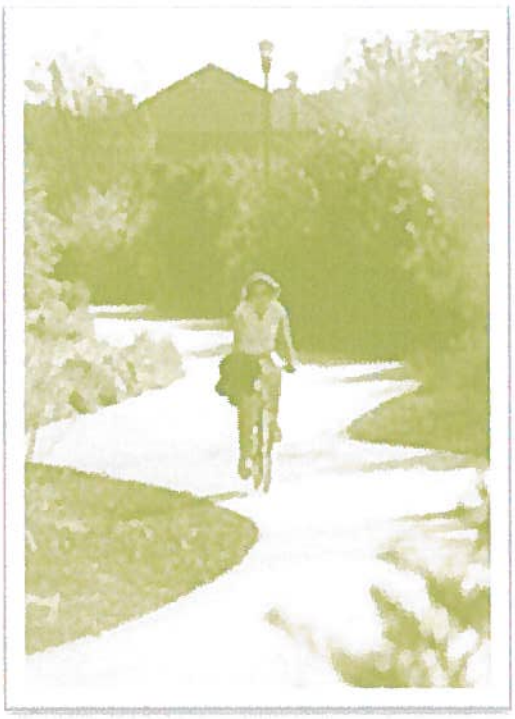
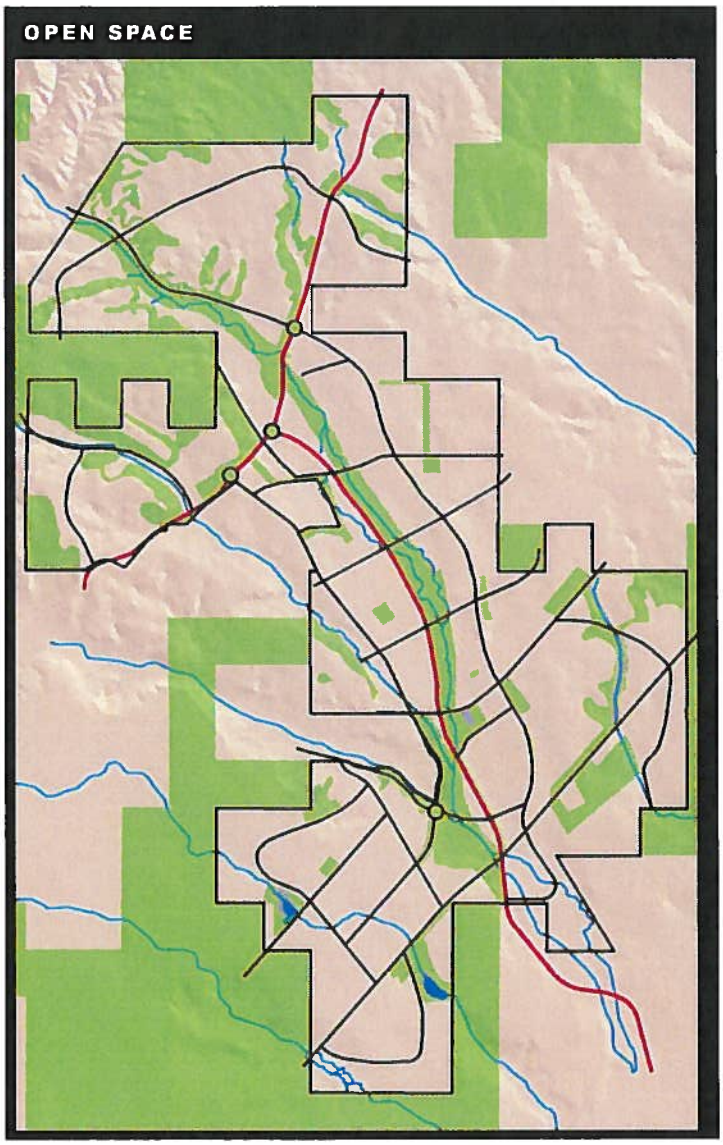
Open Space Standards



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:

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.

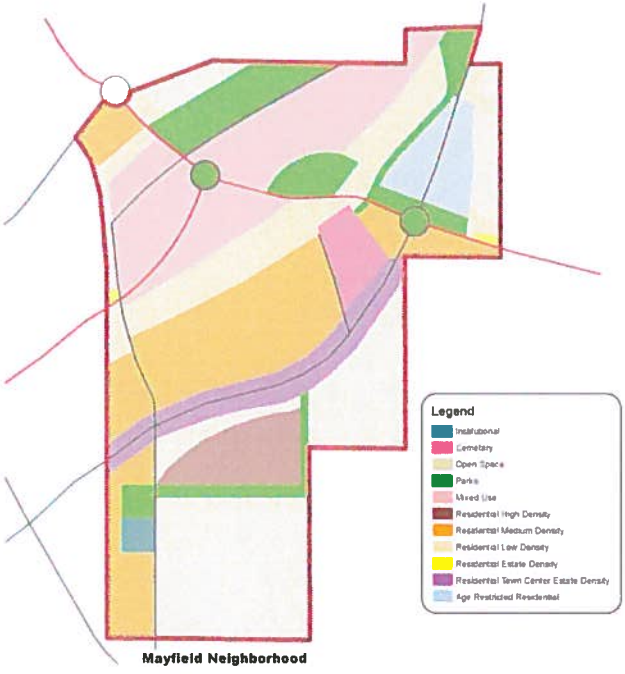


Image B-6_31

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

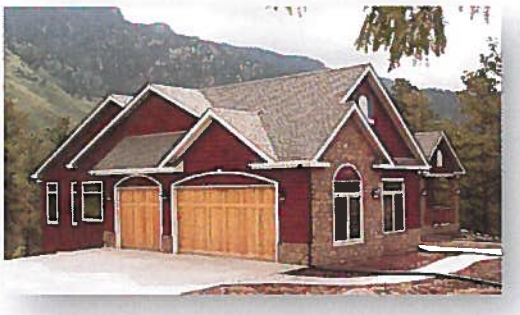
Roof articulation may be achieved by changes in plane or by the use of traditional roof forms such as gables, hips, and dormers or other styles consistent with the Craftsmen, Bungalow, Tudor, or Colonial Revival style.

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:

Community Neighborhood Guideline Key Map

A map illustrating the neighborhoods in the Mayfield Townsite Planned Community

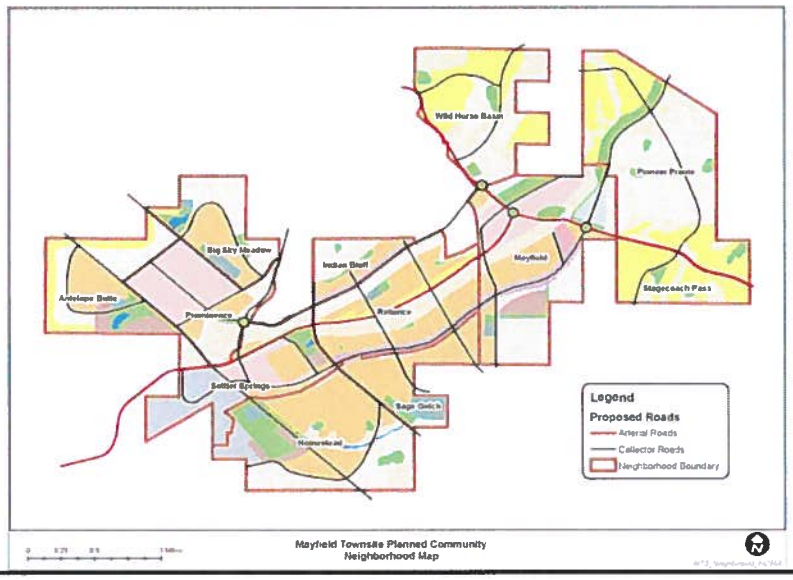


Image B-6_46

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.

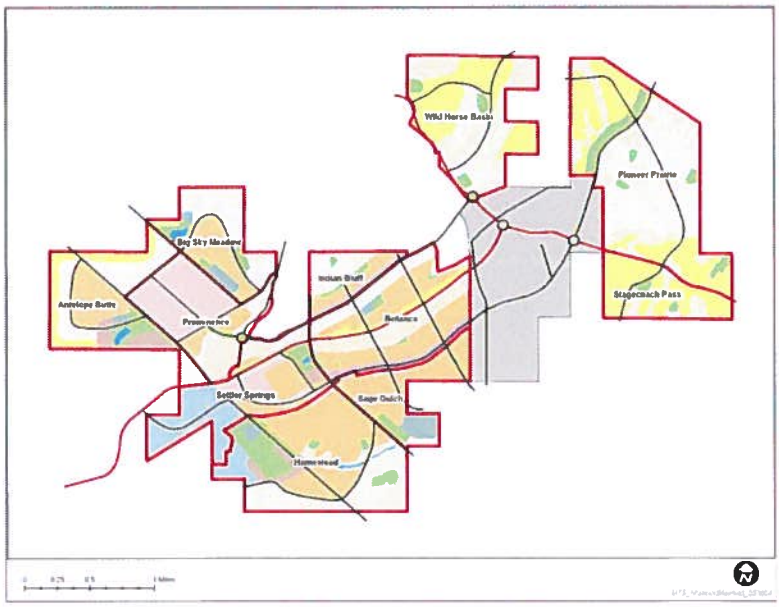


Image B-6_47

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

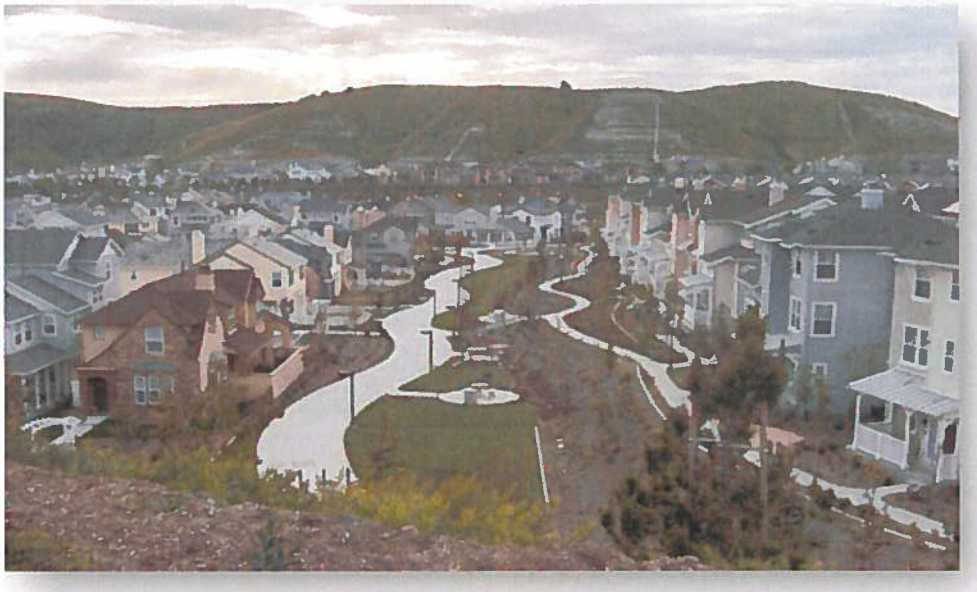


Image B-6_51

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.

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.

Color 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_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

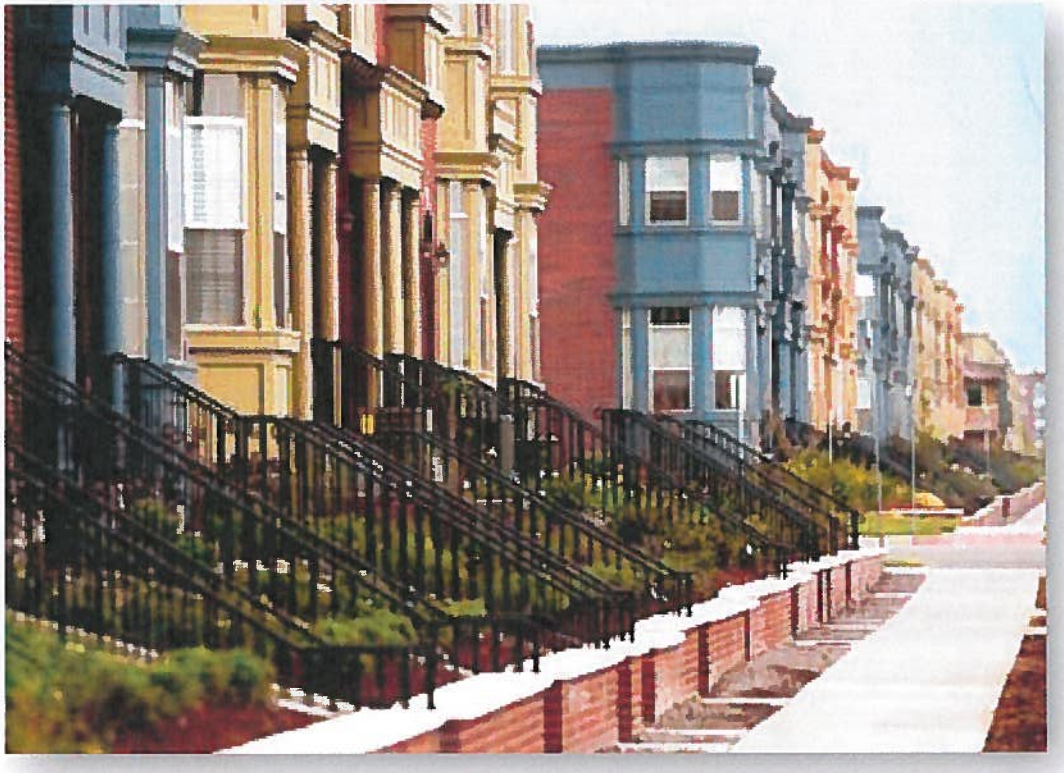


Image B-6_61

Four-plex Design

Image B-6_62

Mayfield Springs Planned Community
Comprehensive Plan
Elmore County

Element B-2

COORDINATED GOALS AND POLICIES

Table of Contents

GOALS AND POLICIES REFERENCE TABLE

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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.

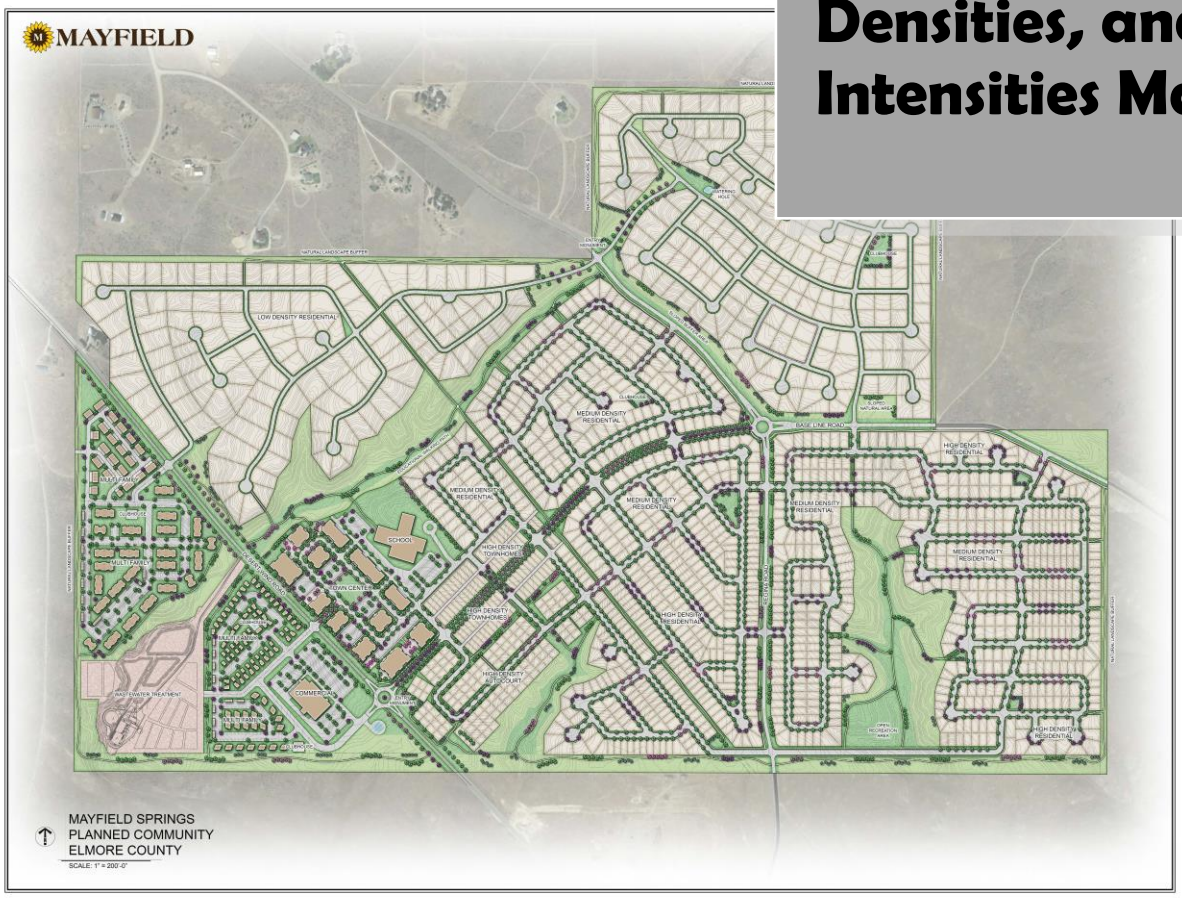
15.0.3 Support provision of sheriff services by providing a $1,000 per unit fee to be charged at the time of building permit, remitted directly to the Elmore County Sheriff Department.

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

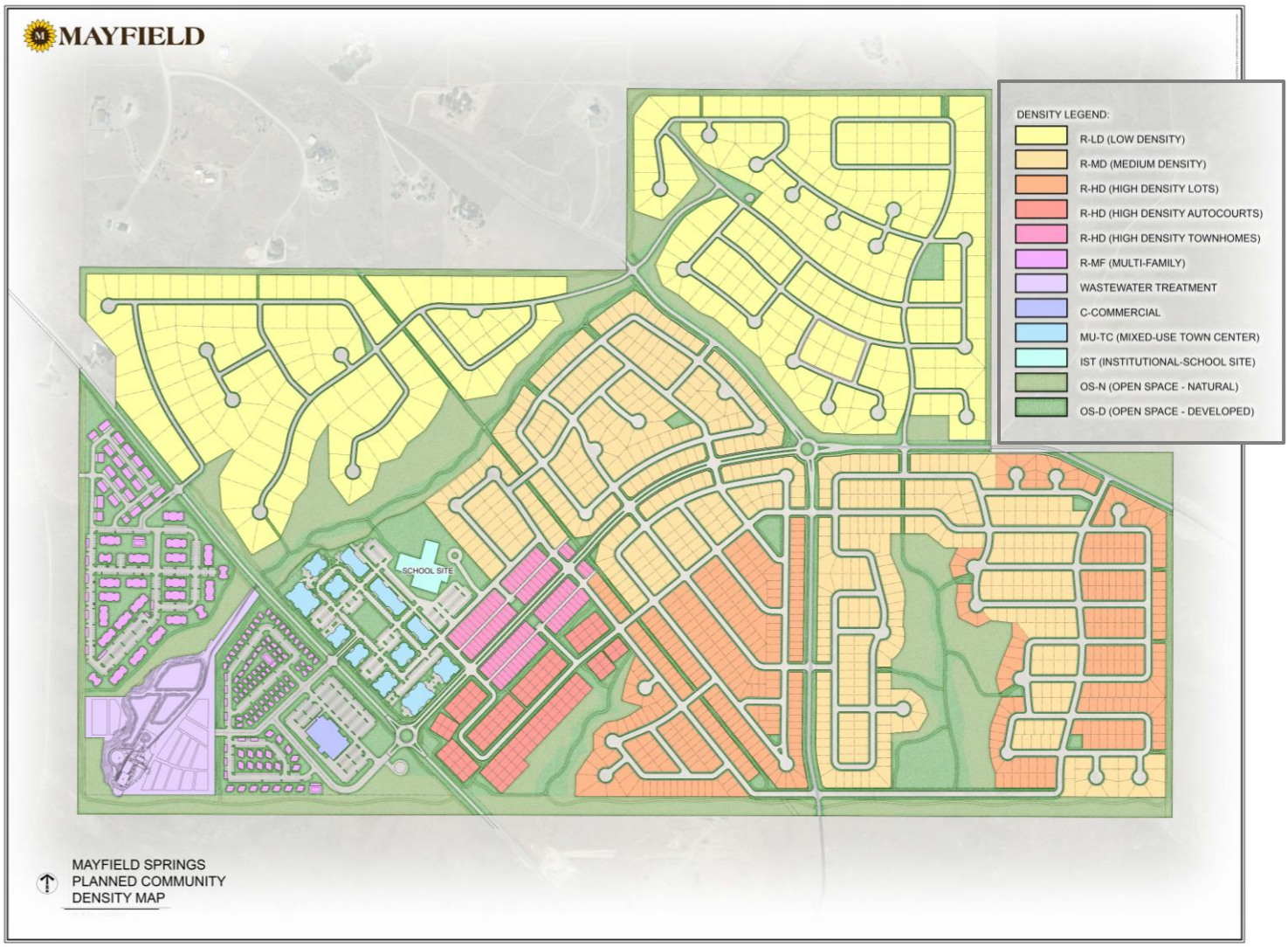

Image B-3-1

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.

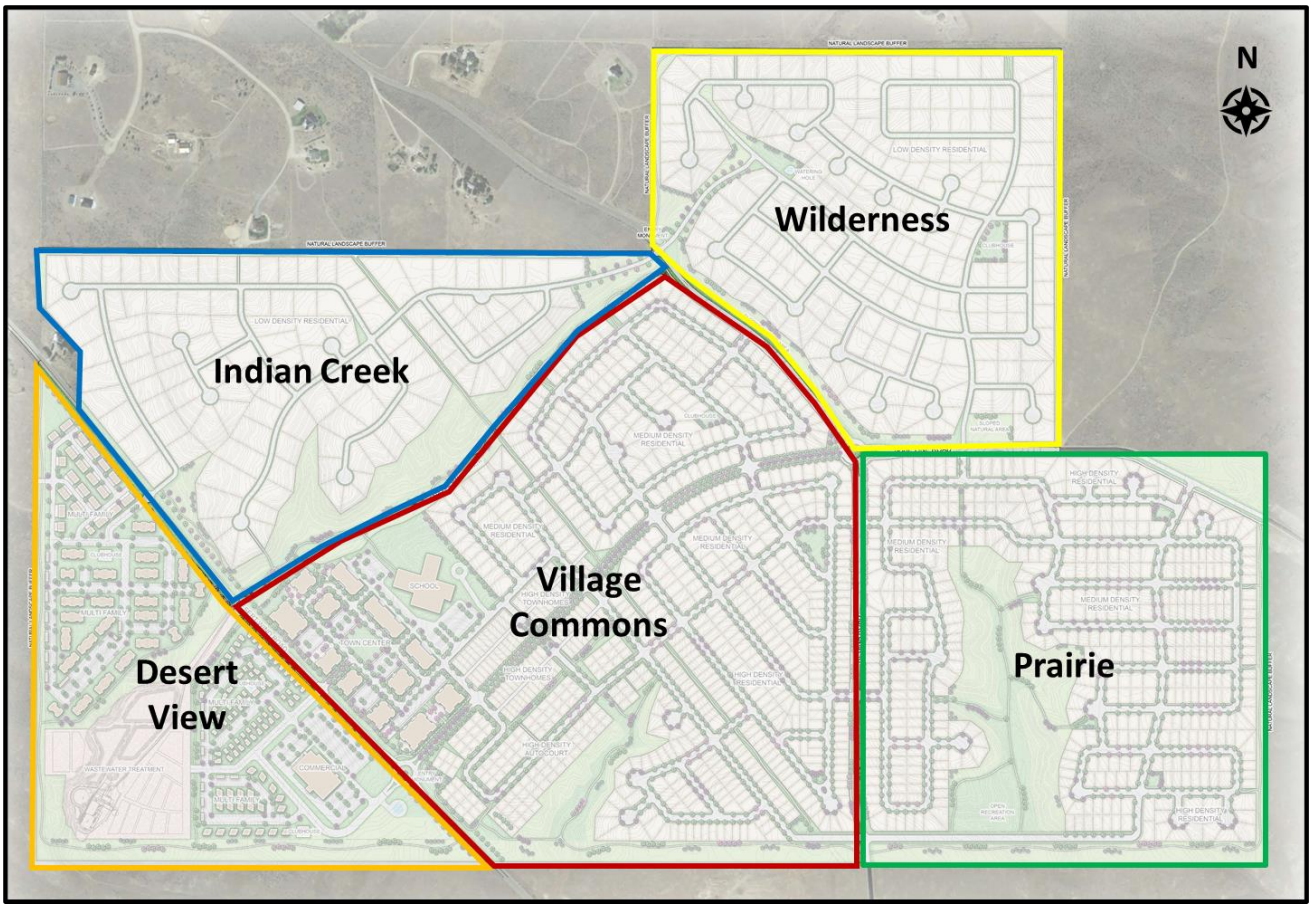

Image B-3-2

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

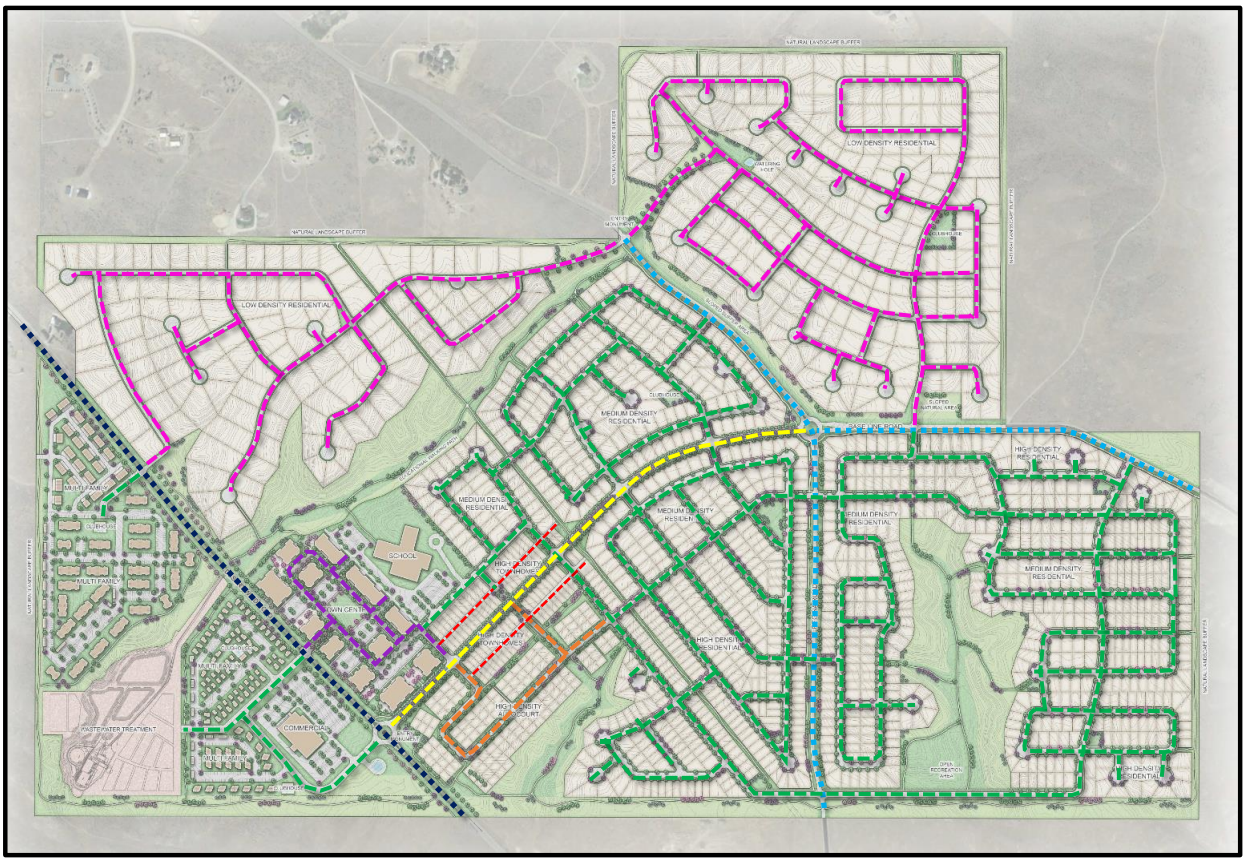

Image B-3-4

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

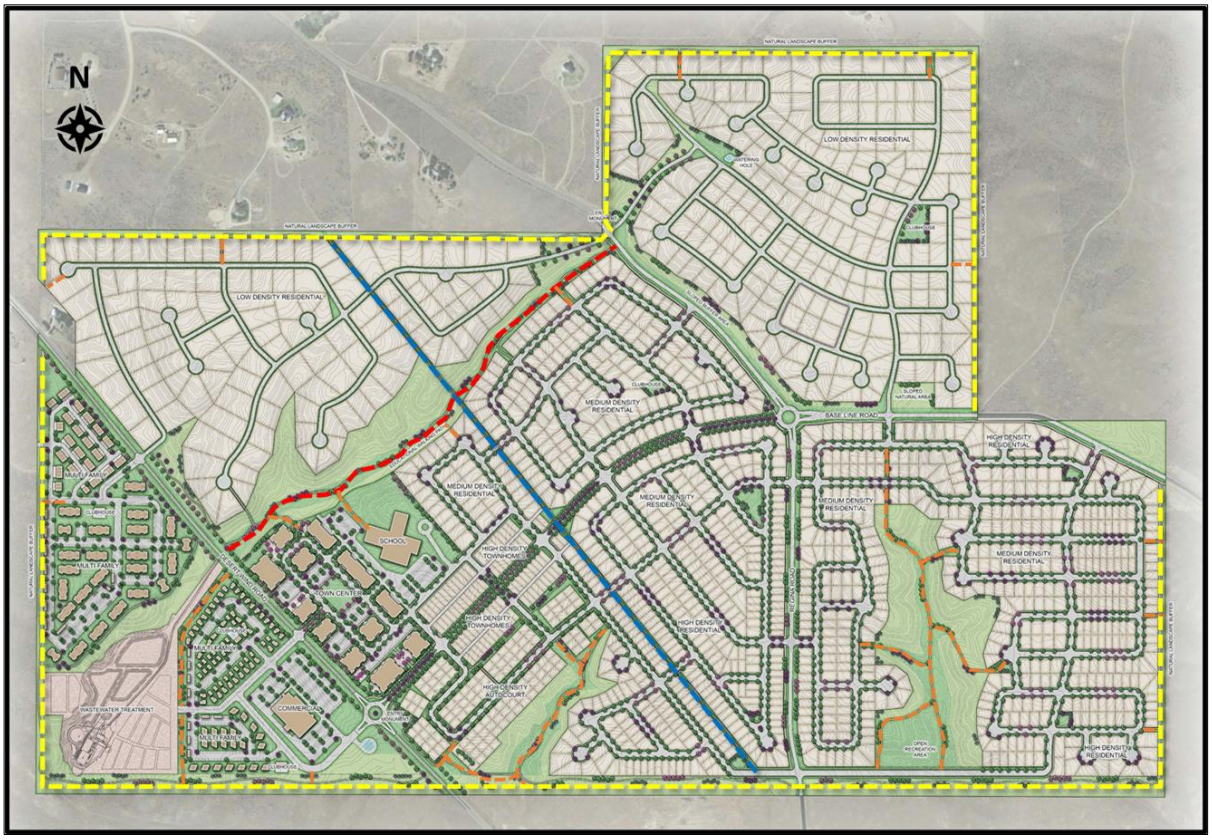

Image B-3-5

TRANSPORTATION MOBILITY PLAN

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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

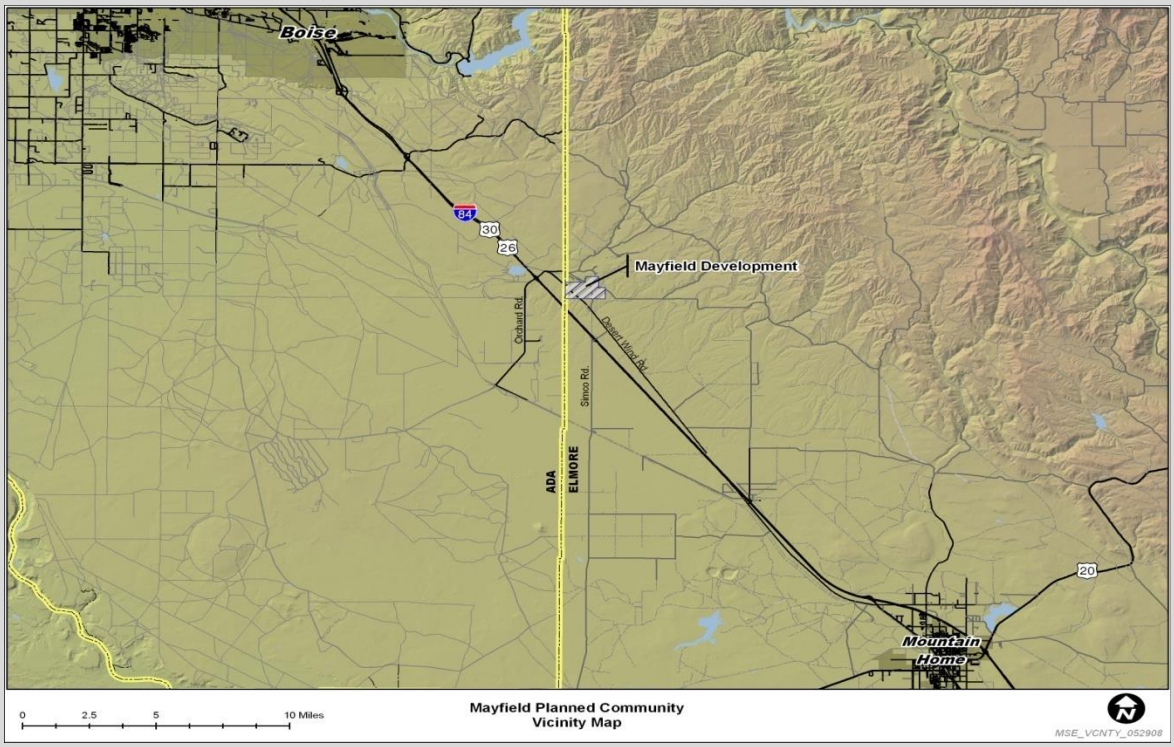


Image B-4-1

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

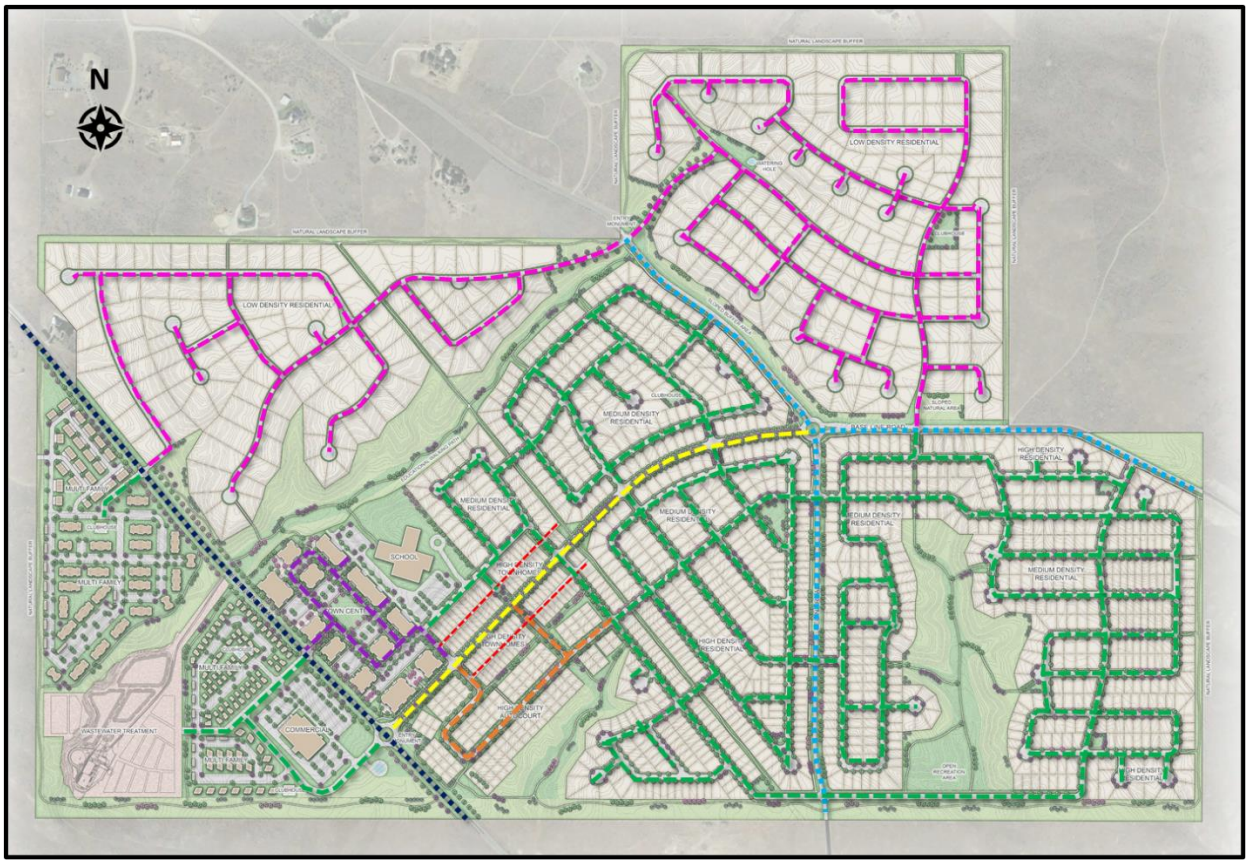


Image B-4-2

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

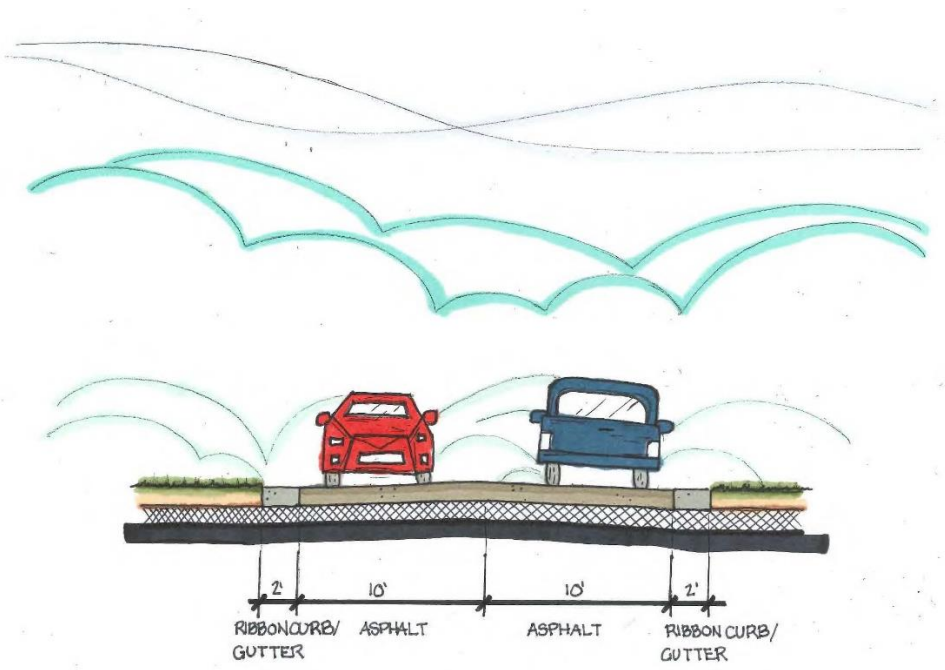
Table B-4-2T

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)



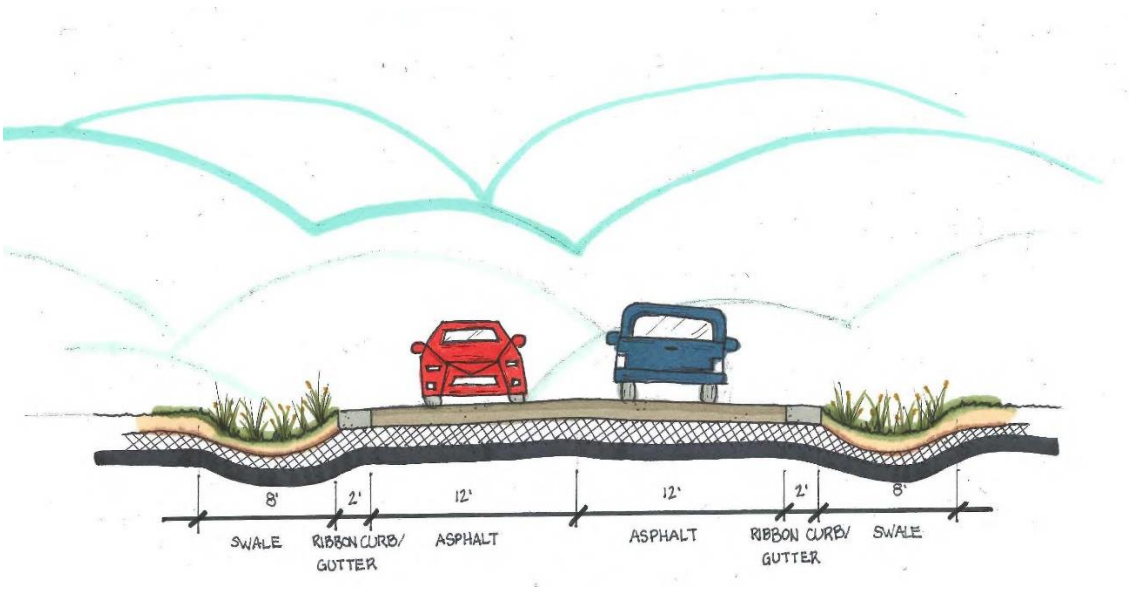
This 24-foot wide travel lane alley section would generally be used with alley-loaded, attached housing and townhome development. Pedestrian access and circulation would occur within a common area adjacent to the front of the units. Note: Alley could be reduced to 8 feet provided the alleyway is designated 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)



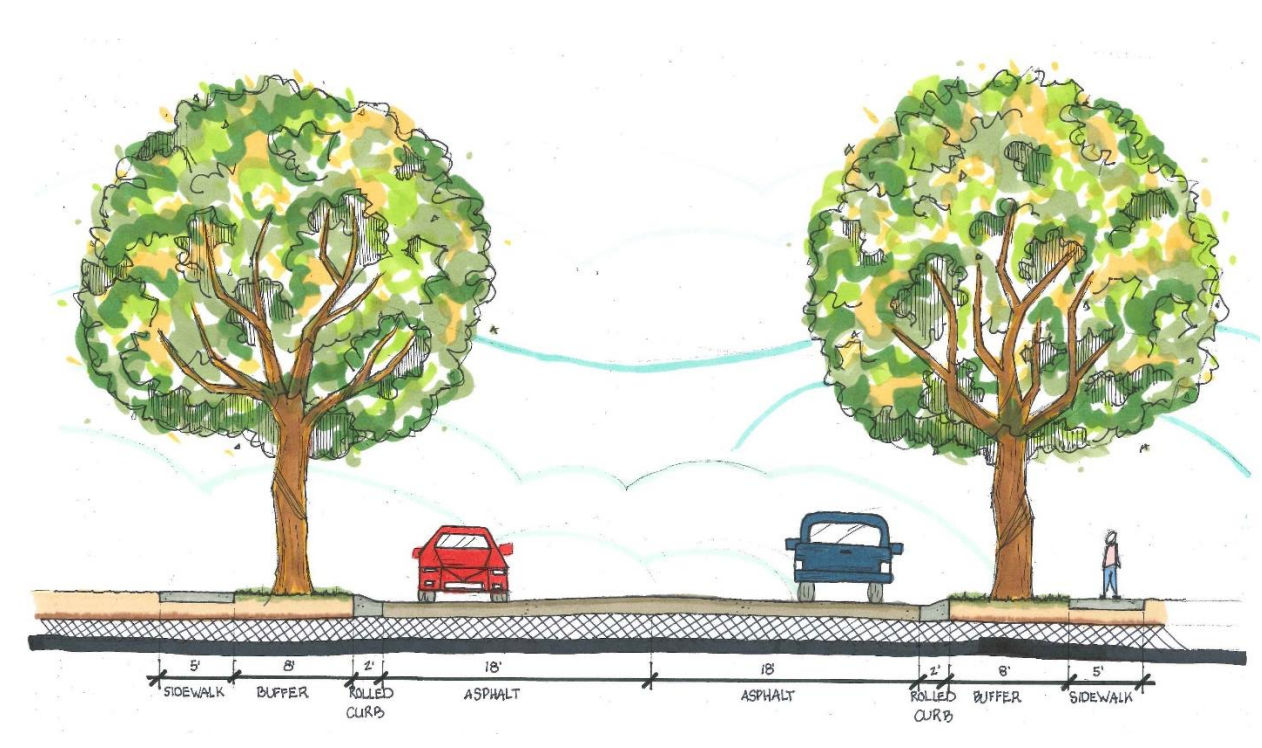
This 24-foot wide travel lane local street section would generally be used with large lot single family residential development. Direct access will be permitted from this street type. Ribbon curb will used to maintain the integrity of the edge of pavement and 8' swales will be installed as a drainage 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)



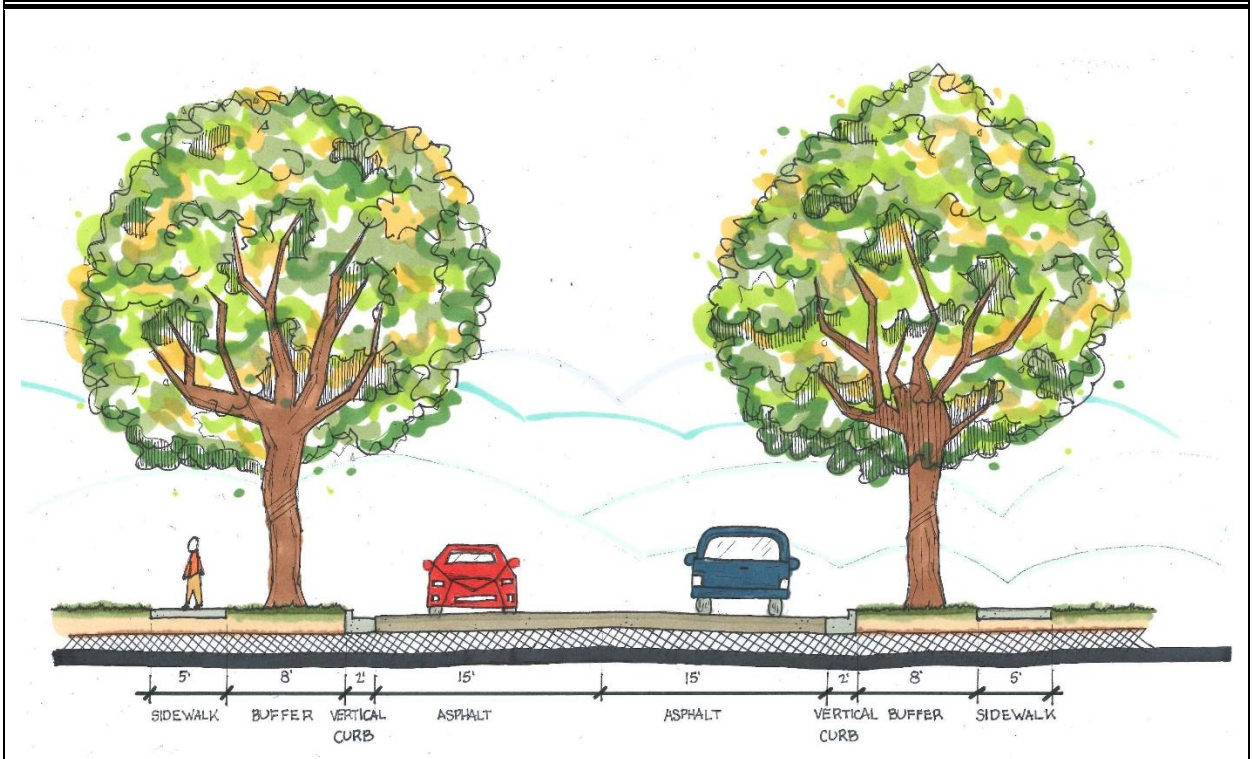
This 36-foot wide travel lane of this local street will be used throughout the community. Generally, direct access will be permitted from this street type and the sidewalk is detached. Rolled gutter will be used in this street design. Note: A 2-foot wide ribbon curb with drainage swale is permitted as 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)



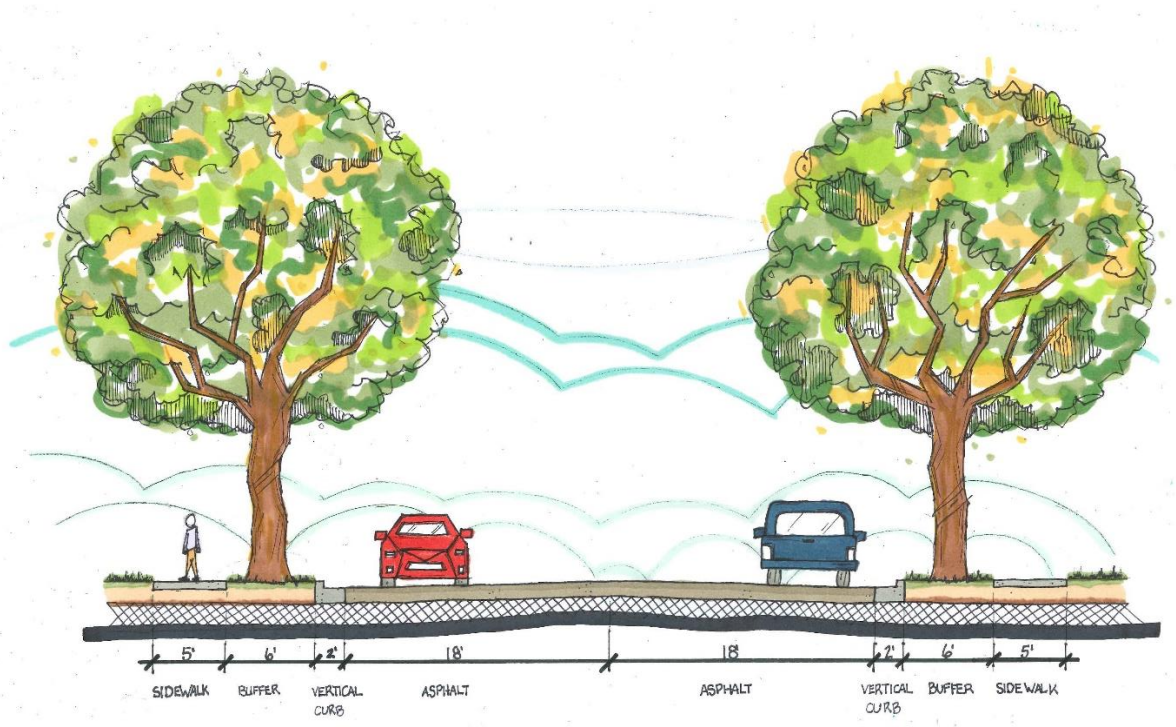
The 30-foot wide travel lane of this local street section would generally be used with clustered homes. This section has detached sidewalks on both sides and vertical curb.

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)



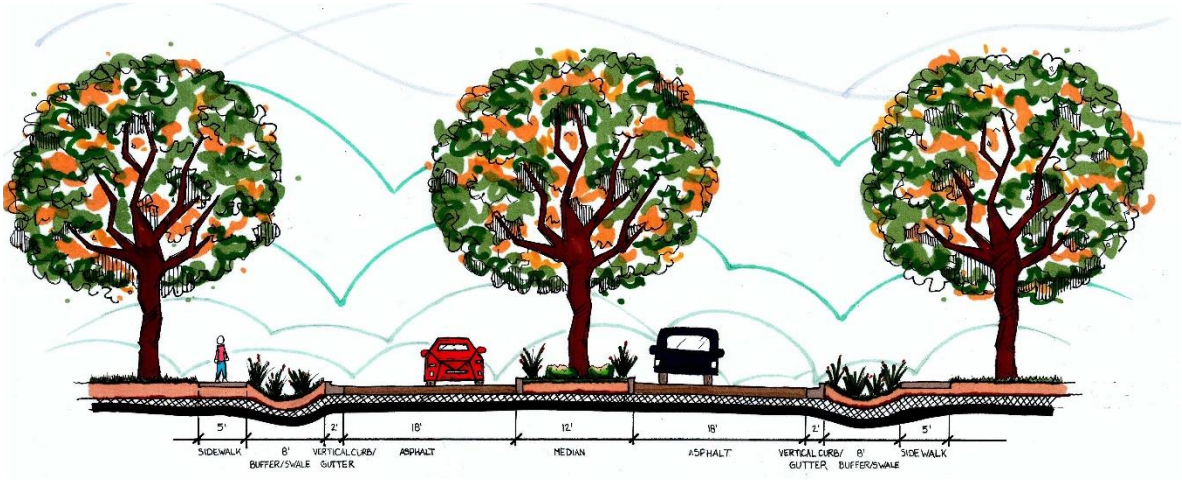
The 36-foot wide travel lane of this local street section, with sidewalks would be used throughout the town center area of the community. Parking would be allowed on both sides of the street. Vertical curb will be used in this street design.

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)



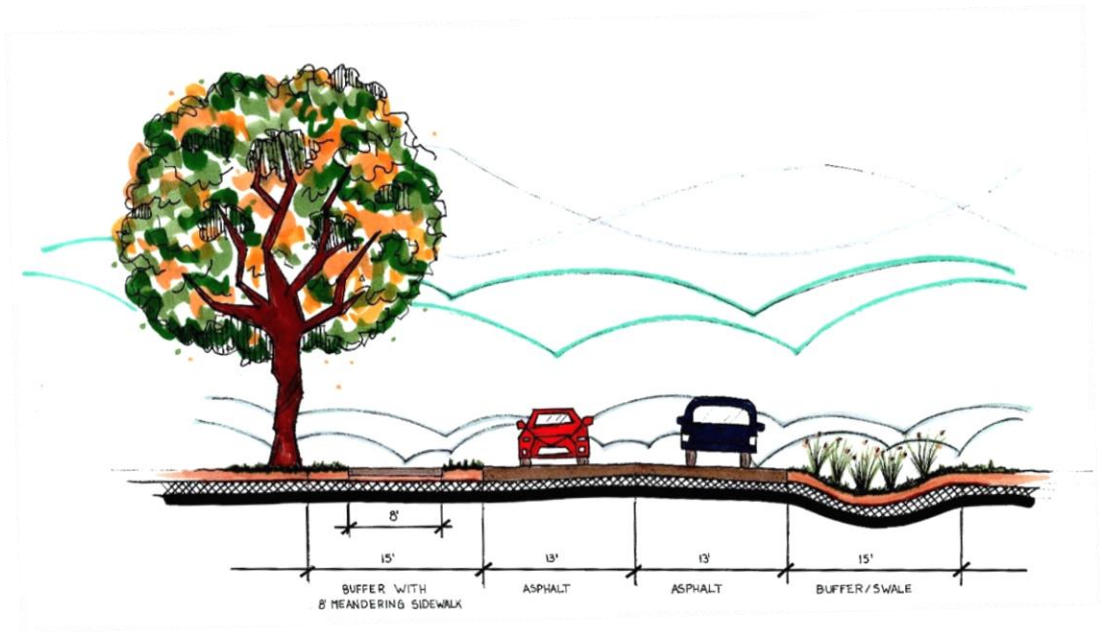
The 78-foot wide collector roadway will be widely used within the Community as a gateway to various areas of the Village Commons neighborhood. Individual homes that front directly onto this roadway will be alley loaded and no parking will be allowed. This street section contains detached sidewalks and 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)



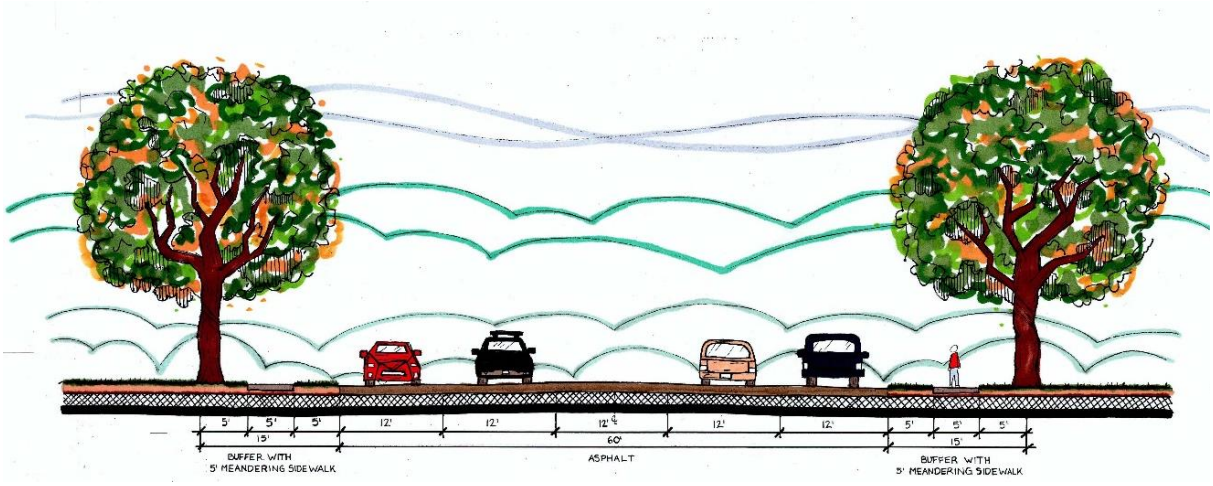
This 26-foot wide travel lane on this existing county road will serve as a collector roadway through the community. It has a detached meandering sidewalk to allow for multi-purpose pedestrian access and safety. Generally, no direct access would be permitted with this typology.

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

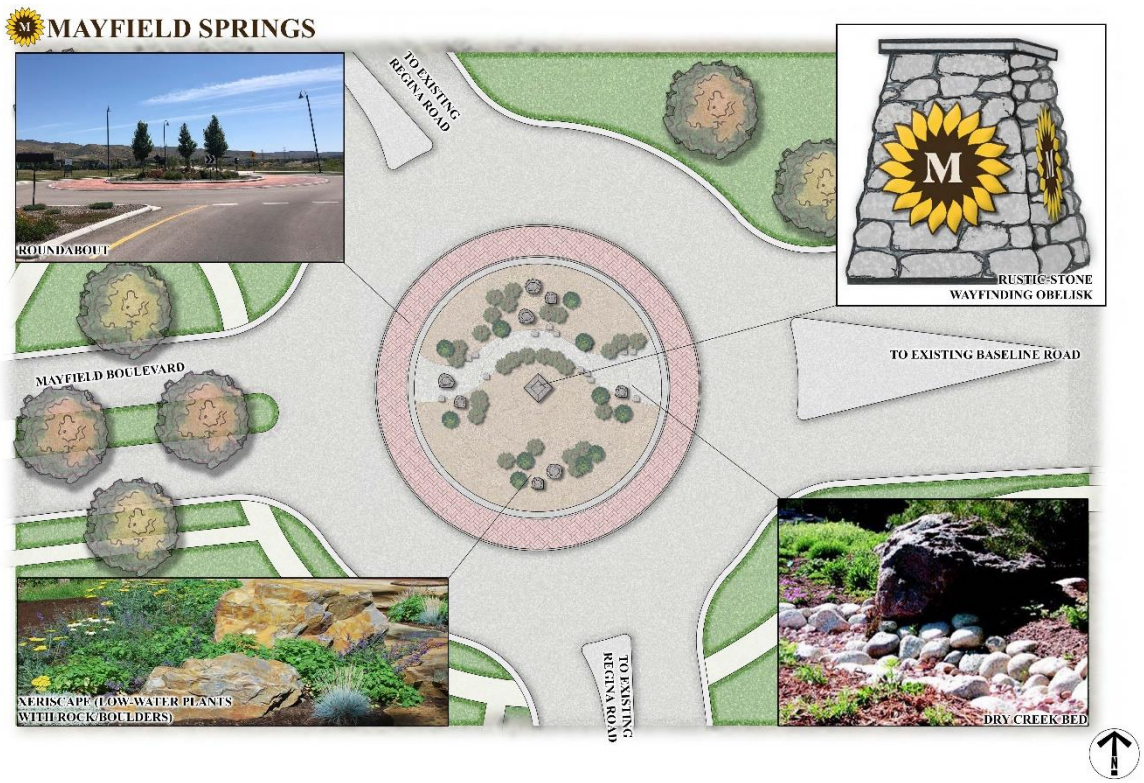
The dimensions of this roundabout/rotary will vary by location and will be sized according to estimated traffic volumes. Each roundabout will have unique design features depending on location. Landscape materials will be consistent throughout the project to provide a cohesive theme.

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

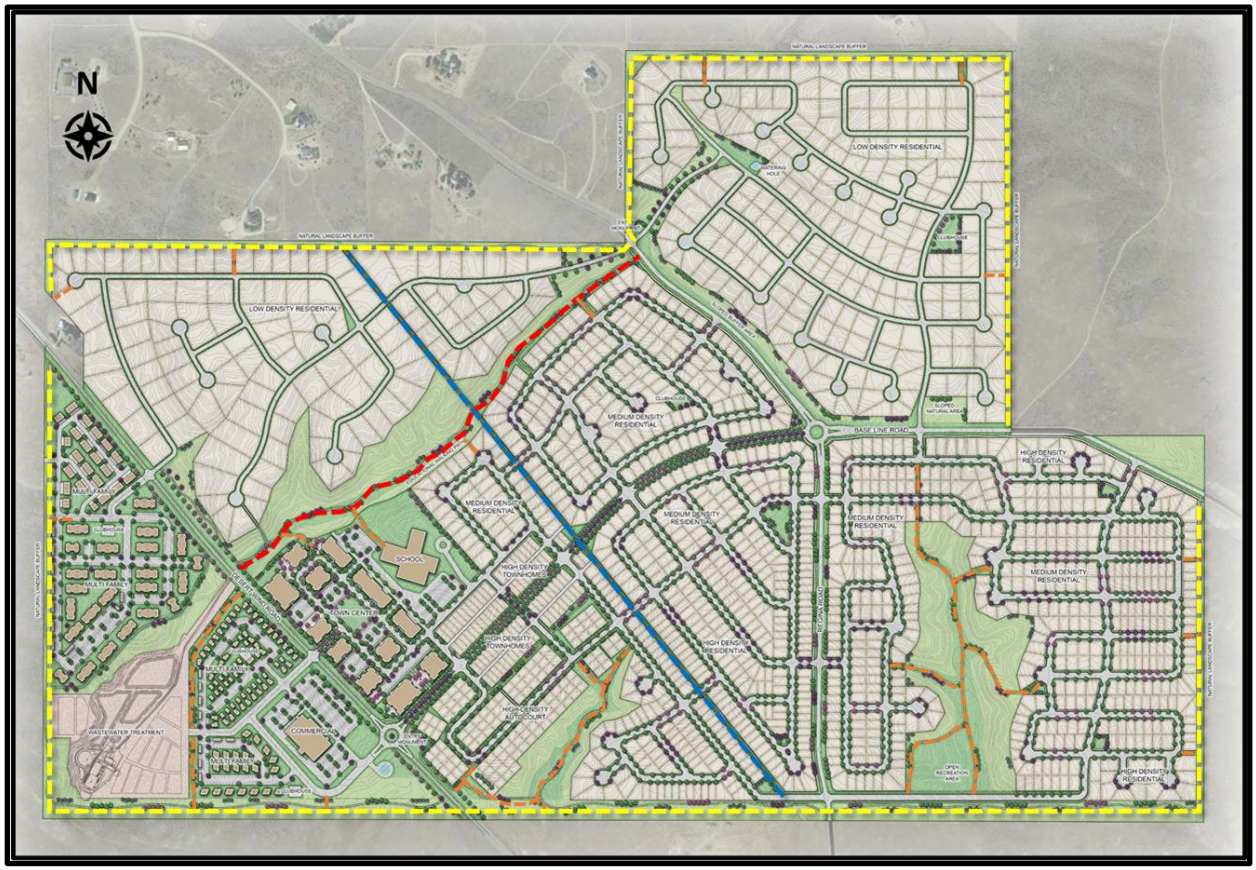


Image B-4-14

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

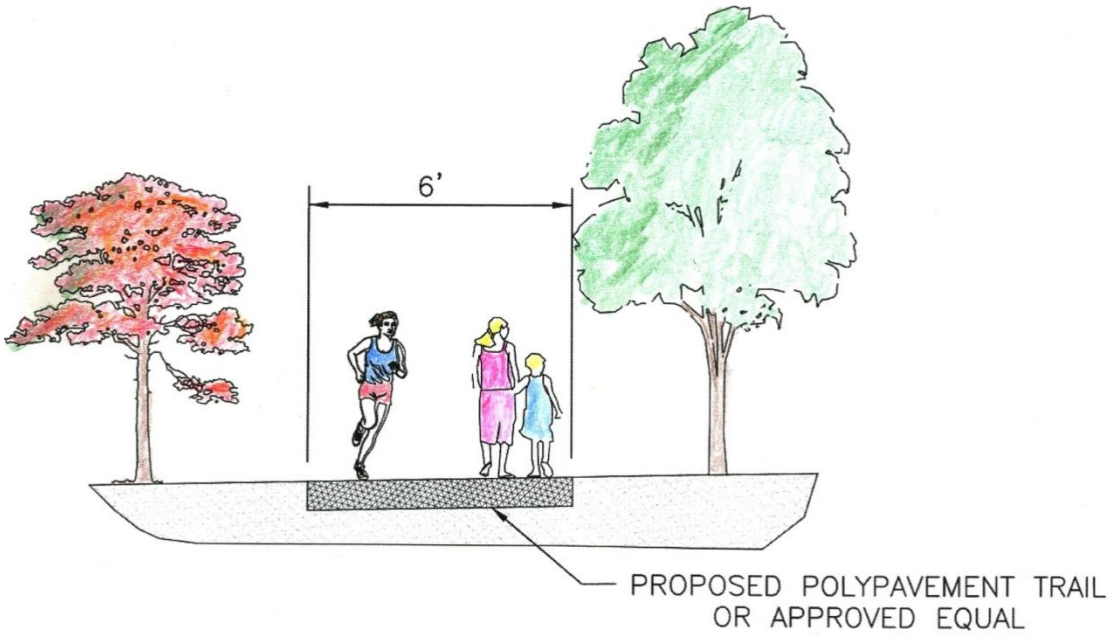
Table B-4-15T

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)



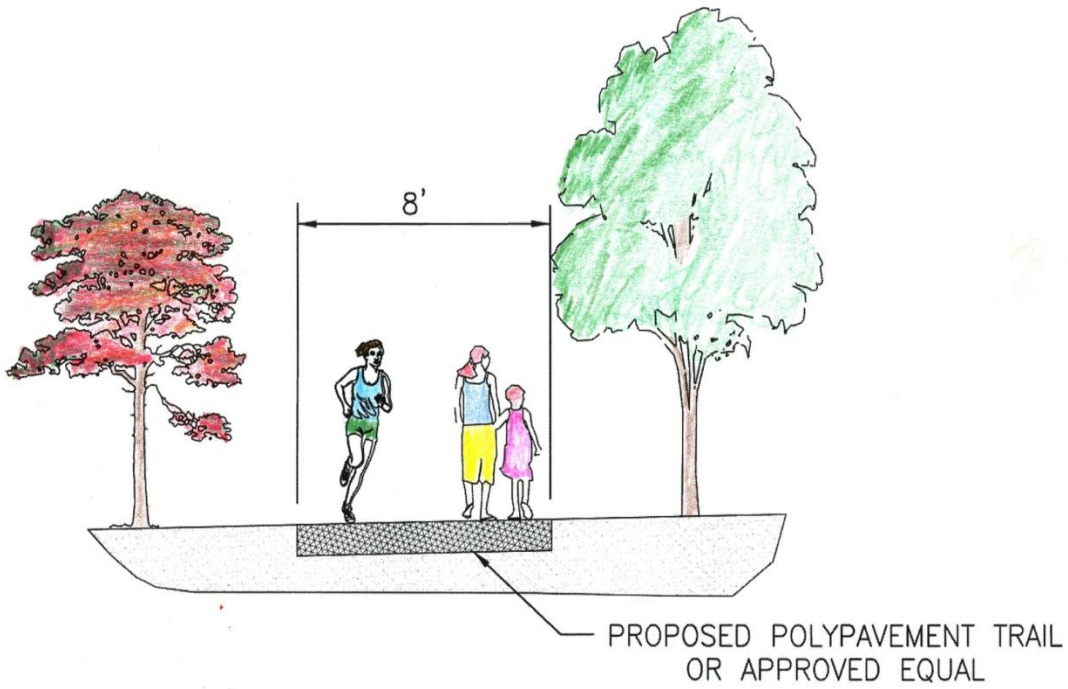
This 6-foot wide pedestrian trail will be used throughout the community.

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)



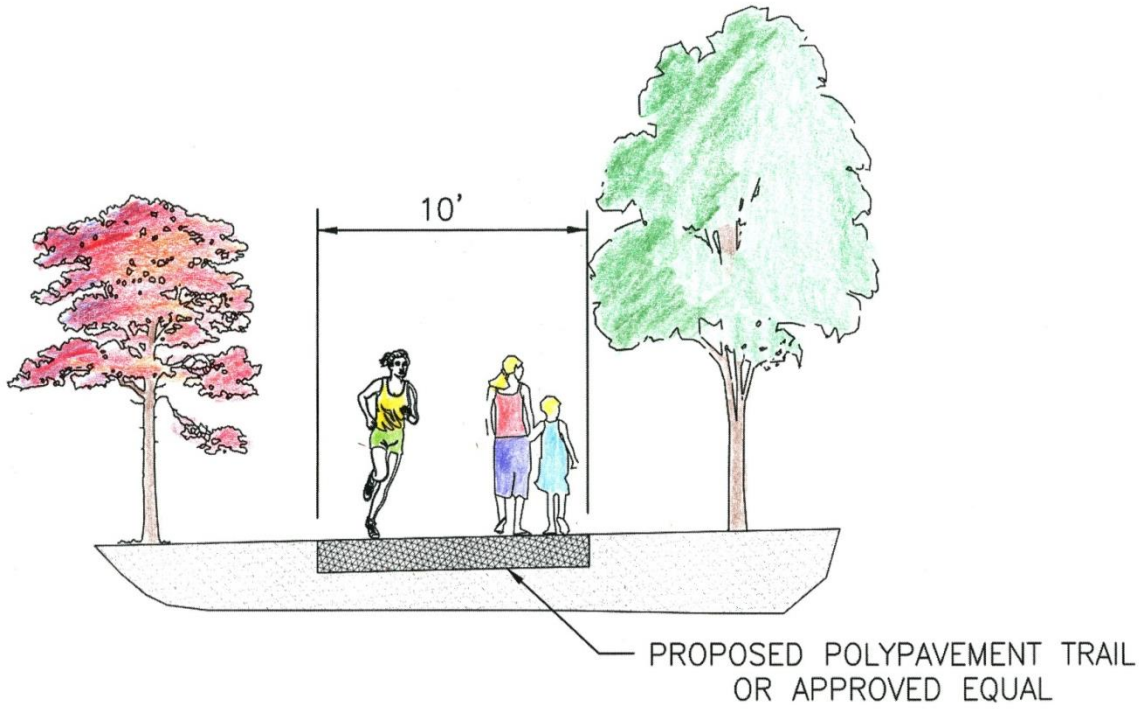
This 8-foot wide pedestrian and bicycle trail will be used throughout the community.

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)



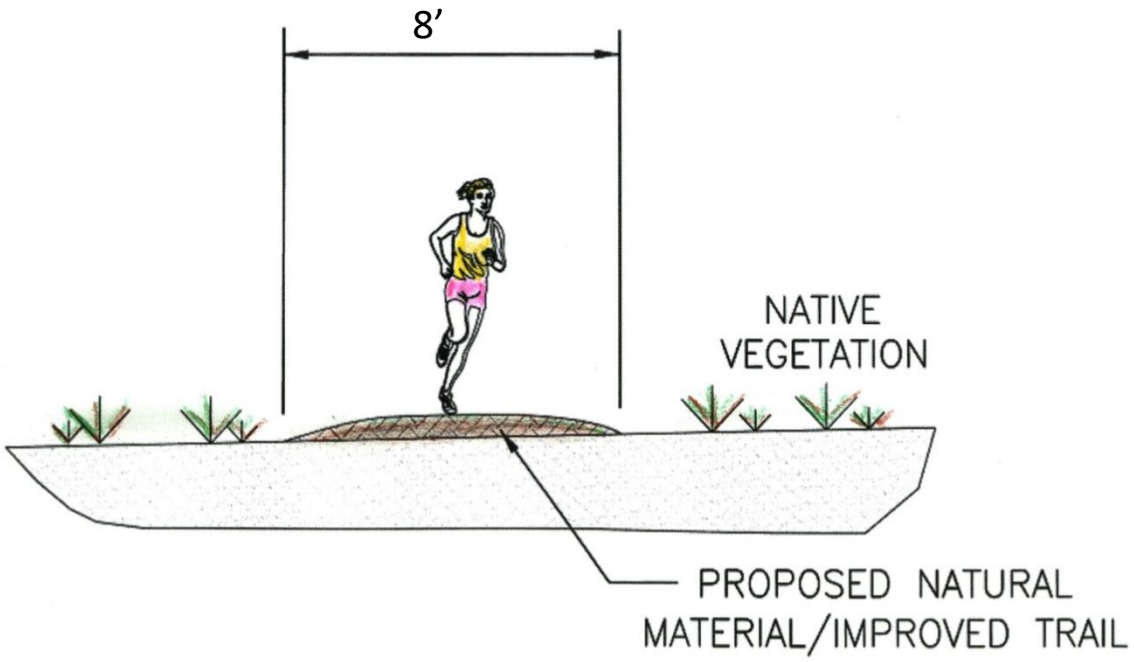
10-foot wide pedestrian, bicycle and emergency access trail will be used in the community to provide multi-use access.

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:

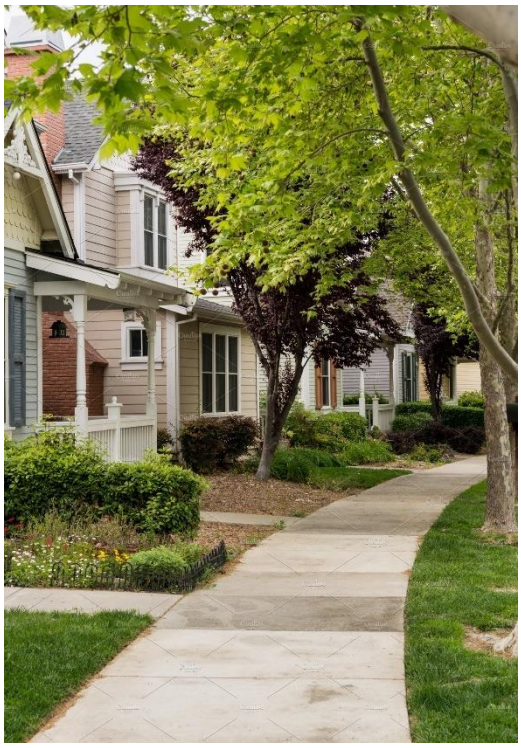
- Work with highway districts to establish Park & Ride programs within the community.
- Work to identify opportunities for mass transit or bussing opportunities and stops between Mountain Home and Boise City.
- Develop an onsite alternate transportation kiosk to provide information regarding alternate 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.

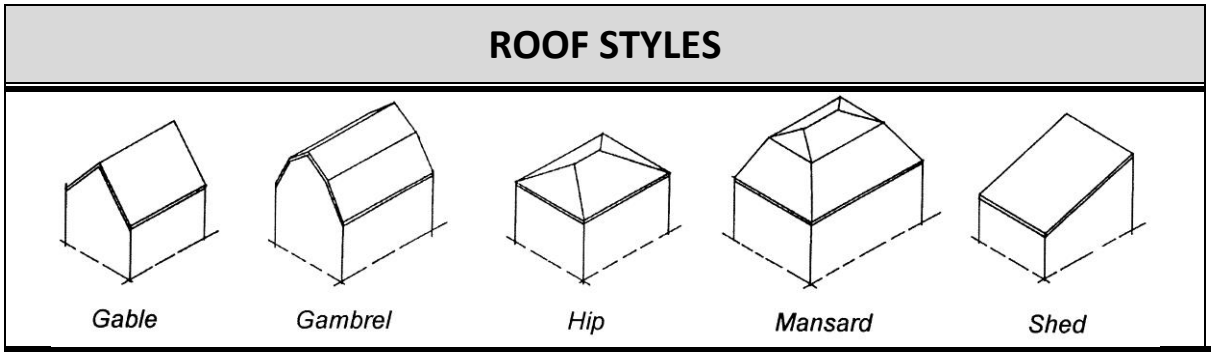


Image B-5-4

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

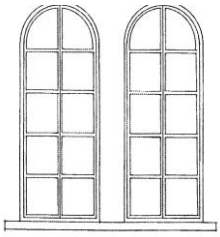
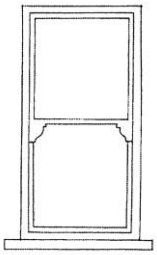
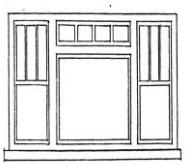
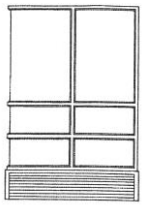
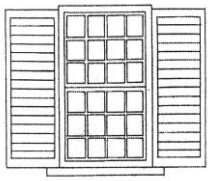
				
Spanish	**Victorian**	**Craftsman**	**Contemporary**	**Colonial**

Image B-5-6

BOX/BAY WINDOW DETAILS

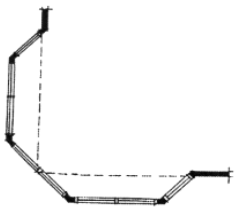
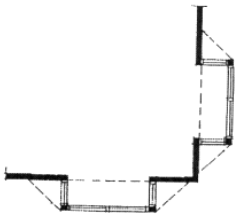
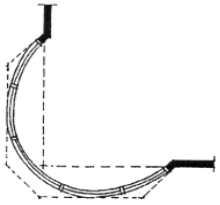
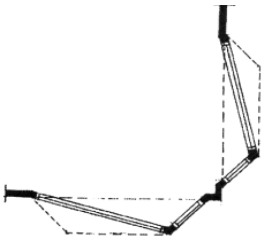
			
Angled	**Square**	**Curved**	**Irregular**

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)

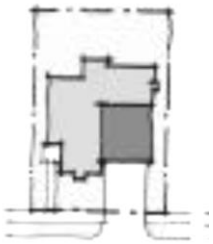
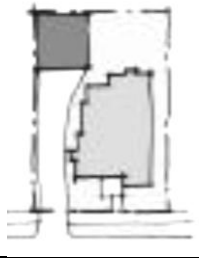
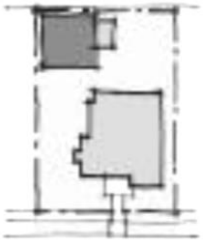
		
Mid-block lot with 5 foot minimum garage setback	**Mid-block lot with detached garage located in rear yard**	**Mid-block lot with detached alley loaded garage**

Image B-5-10

Making Parking More Attractive and Garages Less Visible (Corner Lots)

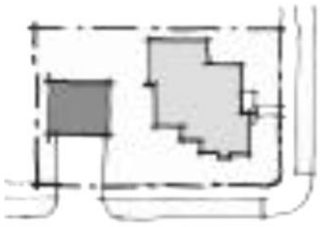
	
Corner lot with 20 foot minimum front yard garage setback with dwelling at 5 foot front yard setback	Corner lot with detached garage at 20 foot garage front yard setback and 5 foot side yard setback

Image B-5-11

Example of Mid-Block Lot with Front Loaded Modulated Garages

Example of Mid-Block Lot with Sided Loaded Garage

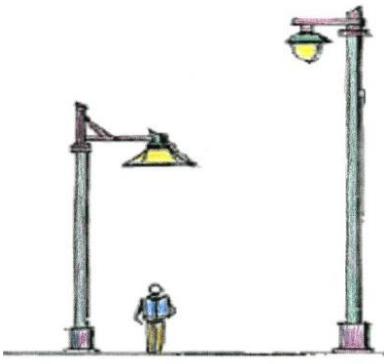
Image B-5-12

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:

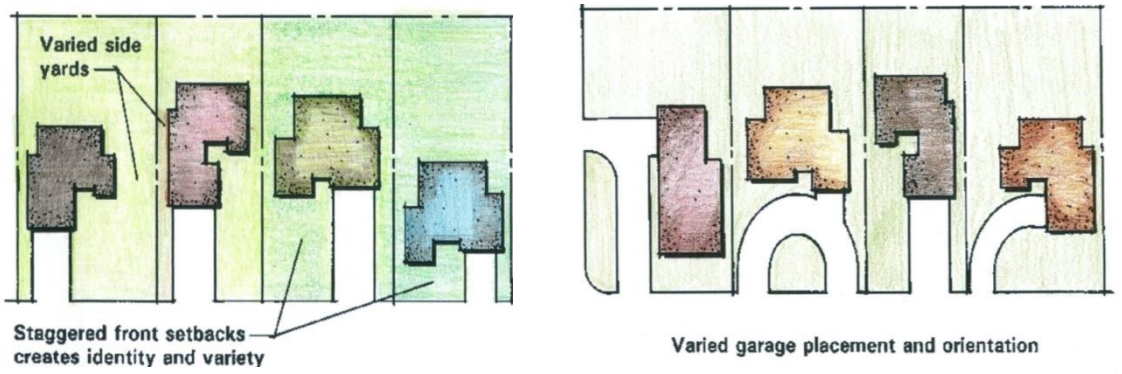
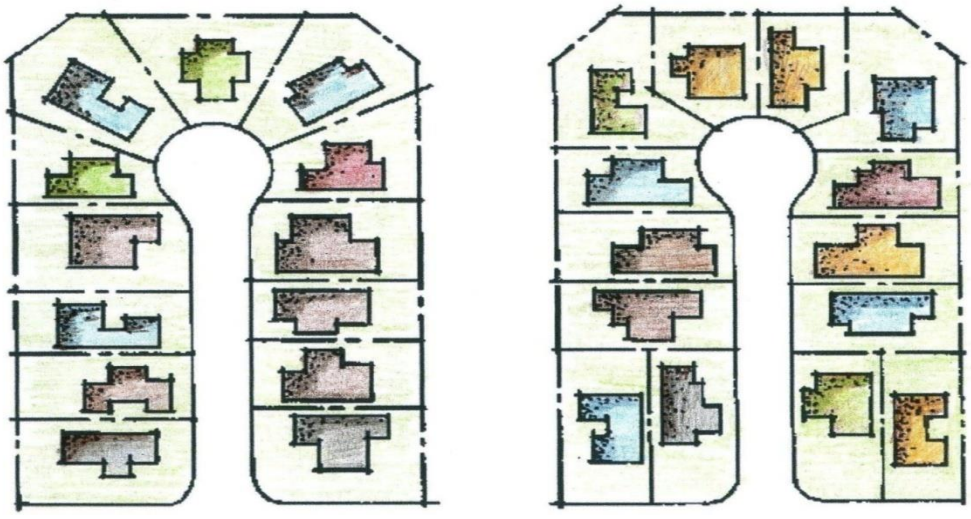


Image B-5-15



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.

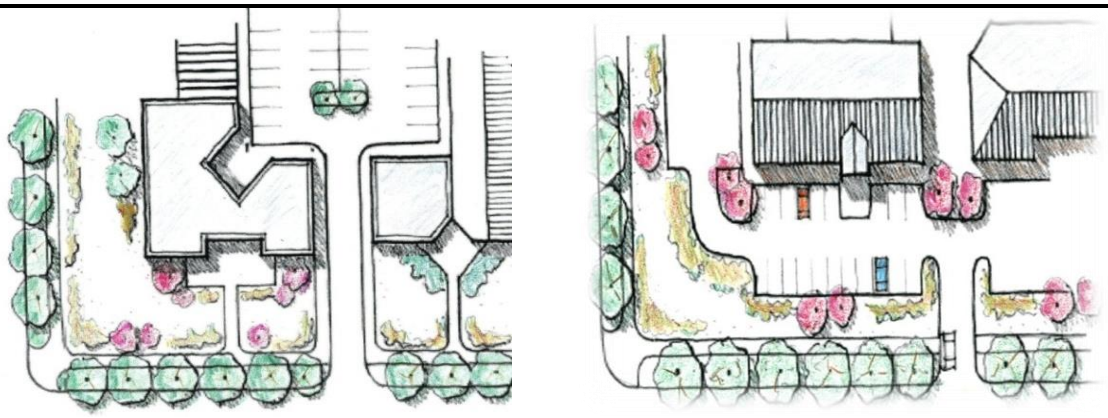
Example of mixed use development proposed at gateway location where the enhanced landscape and landscape median are designed to emphasize location and importance.

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

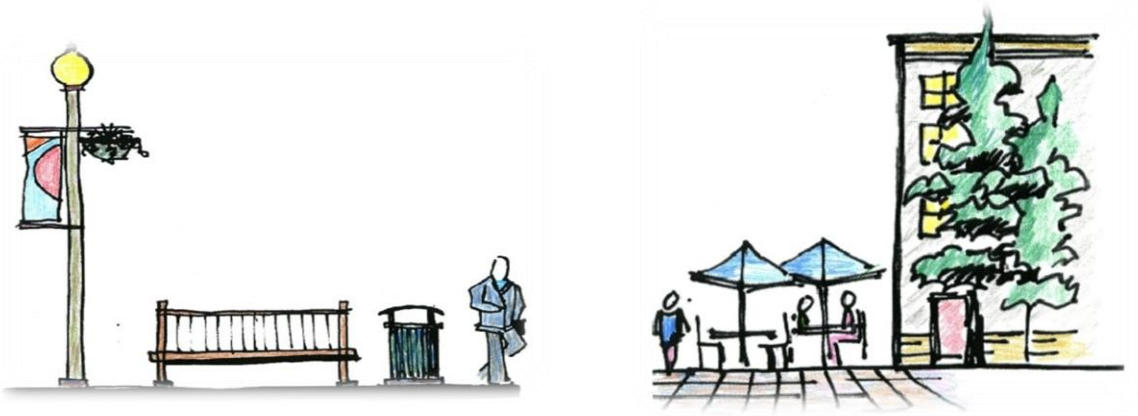
Shared Access should be considered when possible to reduce parking impacts and reducing access points by connecting or consolidating parking lots and driveways whenever possible. Access to adjacent parking lots should be shared to reduce the number of curb cuts, and increase pedestrian connectivity. 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.

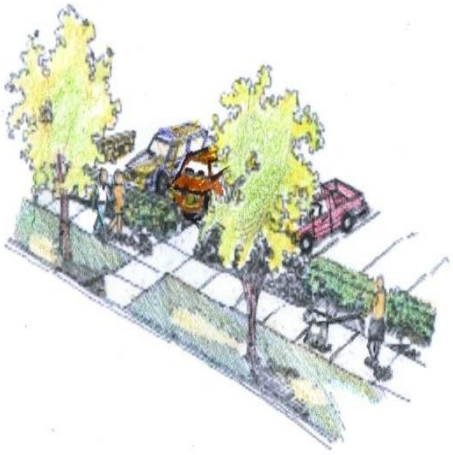
Image B-5-25

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

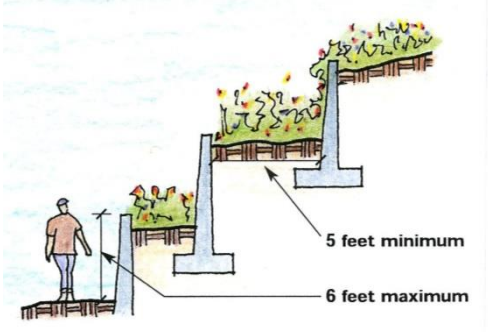


Image B-5-39

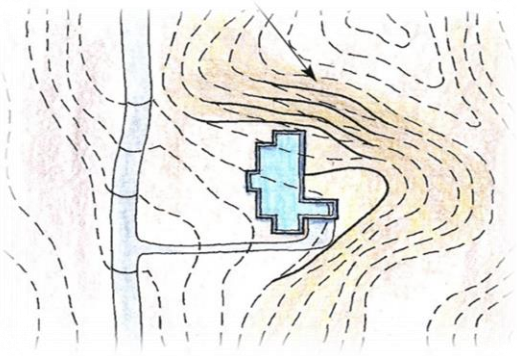
Retaining wall structures should conform to the natural hillside profile as much as possible. Terracing should be designed in small incremental steps.

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.

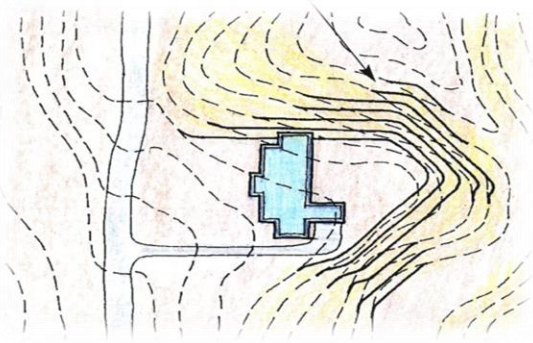
Grading and Contours Related to Site Features

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

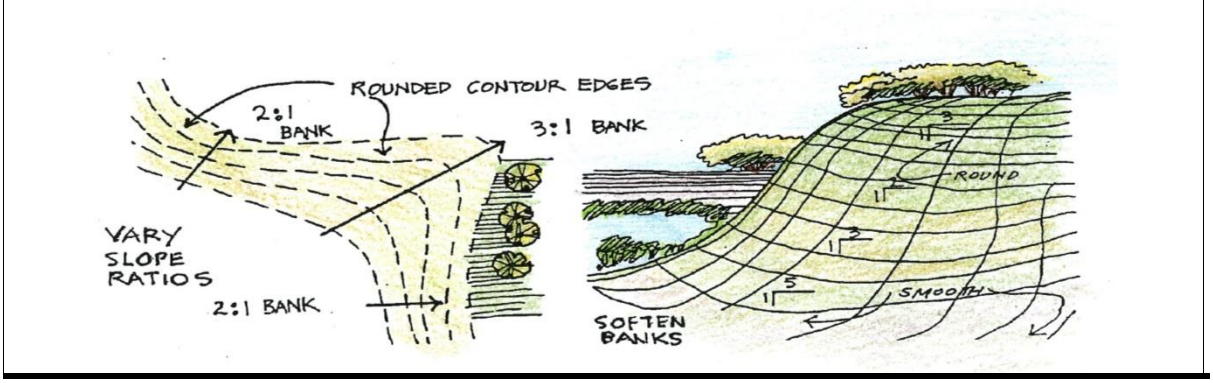


Image B-5-41

Attachment #3

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

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
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 =>		$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

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

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**