

City of Glenns Ferry

Comprehensive Plan

Adopted October 8, 2013

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Introduction

Statement of Purpose, Goals, and Intent

The City of Glens Ferry comprehensive plan is intended as a guide to assist in the orderly growth and development of the City. The document will assist present and future landowners, city planning and zoning commissioners, and citizens in the process of developing, implementing, and amending or modifying as necessary, zoning and other ordinances to accomplish the purpose of the Idaho Local Land Use Planning act: “to promote the health, safety and general welfare of the people of Idaho as follows:

- To protect property rights while making accommodations for other necessary types of development such as low-cost housing and mobile home parks.
- To ensure that adequate public facilities and services are provided to the people at reasonable cost.
- To ensure that the economy of the state and localities is protected.
- To ensure that the important environmental features of the state and localities are protected.
- To encourage the protection of prime agricultural, forestry and mining lands and land uses for production of food, fiber and minerals, as well as the economic benefits they provide to the community.
- To encourage urban and urban-type development within incorporated cities.
- To avoid undue concentration of population and overcrowding of land.
- To ensure that the development on land is commensurate with the physical characteristics of the land.
- To protect life and property in areas subject to natural hazards and disasters.
- To protect fish, wildlife and recreation resources.
- To avoid undue water and air pollution.
- To allow local school districts to participate in the community planning and development process so as to address public school needs and impacts on an ongoing basis.

This Comprehensive Plan is organized with the following fifteen Plan Components as set out in the Local Land Use Planning Act, Idaho Code 67-6508.

- a. Property Rights
- b. Population
- c. Schools
- d. Economic Development
- e. Land Use
- f. Natural Resources
- g. Hazardous Areas
- h. Public Services, Facilities, and Utilities
- i. Transportation
- j. Recreation
- k. Special Areas or Sites
- l. Housing

- m. Community Design
- n. Agriculture
- o. Implementation
- p. National Interest Electric Transmission Corridors.
- q. Public Airport Facilities

The following pages contain each component's required analyses:

- Previous and Existing Conditions and trends
- Compatibility of Land Uses¹
- Desirable Goals and Objectives or Future Situations
- Implementation (see below)

Components (f), (g), and (k) have been combined for simplicity, brevity, and ease of use. Component (i), Transportation, incorporates by reference the Glenns Ferry Transportation Plan of May 2011, formally adopted May 24, 2011 by the Glenns Ferry Planning and Zoning Commission and the City Council.

Component (o), Implementation, is incorporated as the last analysis of each component as the most useful location for such analysis under each component.

Each component chapter begins with the description of that component as shown in Idaho Code 67-6508, (a)-(p).

¹ This analysis ("the plan shall consider...") was added by the 2011 Legislature under the same amendment that added "Agriculture" as a required component in 67-6508. (am. 2011, ch. 89, sec 2, p.193)

Chapter 1: Property Rights

(a) Property Rights – “An analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions, and fees do not violate private property rights, adversely impact property values, or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in Chapter 80, title 67, Idaho Code.”

Previous and Existing Conditions- The Fifth amendment to the US Constitution prohibits the taking of private property without due process of law. To the extent that limitations, restrictions, or prohibitions of property use constitute ‘taking,’ due process provisions exist in Federal, State, County, and City laws to provide property owners the ability to exercise their rights while still protecting the interests of the community as a whole. The Idaho Regulatory Takings Act² provides a framework within which property owners can resolve possible taking issues. The Idaho Attorney General’s office provides a Regulatory Takings Act Guideline Booklet as a resource for governing bodies and citizens to ensure actions comply with the Constitution and law.

Desirable Goals and Objectives

- The City of Glens Ferry will strive to provide existing and future landowners with confidence and certainty regarding land use and development requirements.
- The city will strive to make the planning, permitting, and approval process transparent, accessible, and well understood by all parties involved or concerned.
- Ensure that all land use regulations and review procedures pertain to the protection of public health, safety, and welfare, and do not constitute a violation of due process of law.

Implementation:

- Periodically review all land use regulations, ordinances and zone descriptions for compliance with the governing body’s intent and consistency with the comprehensive plan’s overall goals and objectives.
- Encourage citizen input and feedback at governing body meetings regarding the clarity and efficacy of building, zoning, and use regulations, and analyzing this feedback in view of improving, clarifying, amending, or repealing ordinances, regulations, or fees as necessary.
- Incorporate the Idaho Attorney General’s Regulatory Takings Checklist as a part of the process of evaluating, revising, and implementing regulatory actions by the governing body.

² Idaho Code 67-8001 et. seq.

Chapter 2: Population

(b) Population – “A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.”

Previous and existing conditions, trends: The previous and current populations of Glens Ferry are shown in the table below:

Year	1970	1980	1990	2000	2010	2019
Population	1386	1374	1330	1611	1319	1251

The age, sex and income data from the 2019 census according to the Gem State Prospector through the Idaho Department of Commerce, are shown in the table below:

Total Population	1251
Male	620
Female	631
Age: Under 18	276
Age: 18-64	611
Age: 65 and up	367
Median Age	51.15
Median Income	\$33,541
Number of Households	580
Mean Household Income	\$33,541

From 1970 to present, the population has generally fluctuated from almost 1400, to a high of 1611 in 2000, to the 2010 census figure of 1319, more similar to the 1970 figures, due in part to the loss of a major employer and the general economic downturn. Loss of population led to increase of housing vacancies, a reduction in new home demand, and a reduction of home sales. The trends have been and are that increases in commercial and industrial land use will generate increases of jobs, which will lead to increased demand for residential housing and incipient public services and education facilities. The pay rate of the jobs will dictate which population segments grow and thereby which housing and public service needs will need to be met.

Compatibility of Land uses: Population increases that generate housing and other service demand beyond that currently available may place additional demands on surrounding agricultural areas. Agricultural areas immediately adjacent to the city and in the Area of City Impact may or may not be compatible with the contemplated uses and the suitability of those proposals should be evaluated for possible adverse impacts on the agricultural activities in the surrounding area.

Desirable Goals and objectives

Population growth occurs alongside beneficial economic development with each complementing the other while maintaining the quality of life that makes Glens Ferry unique.

Implementation:

- Monitor population growth and employment data to detect trends that affect Comprehensive Plan goals, objectives and policies.
- Coordinate with county planning and zoning, county and state economic development and department of commerce and labor offices to keep informed of any nearby potential industrial or commercial enterprises which will likely increase population.
- Coordinate with Elmore County regarding planning for areas outside the City limits to address growth.
- Update Comprehensive Plan annually or as needed when significant changes in population occur or seem likely.

Chapter 3: Schools

(c) School Facilities and Transportation – “An analysis of public school capacity and transportation considerations associated with future development.”

Previous and Existing Conditions, trends:

The Glens Ferry School is located in the city limits. It covers grades K-12 in an Elementary, Middle, and High School located in several buildings on a single parcel on the western edge of the city, on Bannock Avenue near exit 120 off Interstate 84. The school buildings were built in 1962 and 1992 and had improvements and renovations in 2004. The School athletic fields are also located on the same site.

Current school district facility capacity is approximately 750 students in grades K-12. Current enrollment of roughly 400+ K-12 students represents approximately 60% of enrollment capacity. The district therefore is capable of absorbing any additional enrollment due to growth up to that capacity. Population growth that creates student enrollment beyond that capacity will require additional school facilities or upgrade of existing facilities until the growth warrants additional full buildings or other such expansion. The district possesses sufficient property acreage to handle additional expansion warranted by growth in enrollment.

Stable population trends have made planning for additional school needs unnecessary, but if substantial growth does occur, a plan or plans for school facilities will have to be addressed.

Compatibility of Land Uses

The entire city is mainly surrounded by agricultural land. In the event of rapid residential development followed by an increase in the population of families with school-age children, either an expansion of existing or development of new school facilities will be required. This may require locating any new school facility on current agricultural land. The proximity of current agricultural uses to the school district facilities poses no insoluble problems and they are compatible.

Desirable Goals and Objectives:

- Facilities are able to keep pace with growth as it occurs; facilities have excess capacities to absorb growth spurts, and future needs are considered as incremented facility increases are considered.
- Tax base growth occurs at such a rate as to allow orderly and smooth school facility expansion if necessary.
- Schools facilities located in such areas as to minimize student transportation and promote ease of walking or biking to school.
- Land use conflicts are identified and mitigated prior to development requiring school facility expansion.

Implementation:

- Coordinate with school district to identify future acquisitions or future development areas in the event population growth warrants such actions.
- Share information between school district and city planning staff and council regarding land development proposals.
- Select development sites to avoid hazardous areas or potential conflicts with current or planned uses and high or dangerous traffic areas.
- Develop sidewalks, crosswalks, and bus stops that ensure safe access to schools and bus transportation for students.

Chapter 4: Economic Development

(d) Economic Development – “An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.”

Previous and Existing Conditions, Trends: A chart of the net taxable property value of the City of Glenns Ferry for the past 7 years is below:

NET TAXABLE VALUE, PROPERTY WITHIN THE CITY OF GLENN'S FERRY BY YEAR, 2012-2018			
(DOES NOT INCLUDE NEW URA INCREMENT)			
YEAR	VALUE (\$M)	% CHANGE	NEW CONST. VALUE (\$)
2018	48.2	12%	6,970
2017	43.1	4%	55,330
2016	41.4	2%	106,622
2015	40.5	8%	208,651
2014	37.5	1%	186,311
2013	37.1	-3%	756,994
2012	38.1		14,816
		TOTAL NEW CONST	\$1,335,694
		OVERALL CHANGE FROM 2012	27%

Growth of and expansion within the tax base across all property types is important for the City to be able to provide essential service, which in turn, enable further economic growth and development.

The city’s major employers are the school, the city itself, agricultural industry, and several local businesses.

Compatibility of Land Uses: Expansion of the economic base on the periphery of the city, near agricultural areas, should be evaluated for overall economic benefit to the city population with an analysis including the potential economic effect of the loss of agricultural activity.

Desirable Goals, Objectives:

- Encourage economic development that increases the overall tax base while maintaining an excellent quality of life for all residents.
- Ensure that zoning and other ordinances do not unduly obstruct or inhibit economic growth or stifle innovation.

- Commercial, Industrial, and Agricultural properties are not unduly impeded from attaining their highest and best use, maximizing positive economic impact and quality of life for business owners and citizens alike.

Implementation:

- Develop strategies to revitalize existing facilities for new economic uses.
- Periodically review ordinances for potential to discourage economic growth.
- Encourage innovation in new commercial, industrial or other uses that spurs economic development while maintaining essential character and quality of life.
- Examine disputed or potentially disputed cases with a view toward clarifying, revising or amending ordinances to remove ambiguity and unintended consequences, thus removing barriers to economic development.
- Promote grants for aid with funding for city streets, sewer and water upgrade.
- Encourage infill projects.

Chapter 5: Land Use

(e) Land Use – “An analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction.”

Previous and existing conditions, trends

The area within the City limits is divided into the following nine use districts, or zones, according to Chapter 11 of the City’s Municipal Code:

- **A: Agricultural**

The purpose of the A agricultural zone is to set aside land to guide development at the community borders. These borders are deemed important for preservation of rural character. Such areas may be considered to be in transition from rural agricultural activities to more concentrated development.

- **R-1: Single-family residential**

The purpose of the R-1 single-family residential zone is to maintain residential neighborhoods, to prevent overcrowding and to encourage the development of low-density areas that are best suited for residential purposes.

- **R-2: Mixed residential**

The purpose of the R-2 mixed residential zone is to provide medium density residential development, well designed and properly located in the community pattern.

- **R-3: Multiple-family residential**

The purpose of the R-3 multiple-family residential zone is to provide for medium to high density residential development; and in certain appropriate areas, upon city approval, permit mobile home park development.

- **R-4: Recreational**

The purpose of the R-4 recreational zone is to provide for a mix of residential, passive and active recreational use and recreation related commercial uses.

- **C: Commercial**

The purpose of the C commercial zone is to provide commercial areas to fulfill the need for a retail and service trade area within the community.

- **DO: Downtown overlay district**

The purpose of the DO downtown overlay district is to provide the traditional downtown area with specific standards in addition and in some cases in replacement of the those standards found in the underlying commercial zone in order to maintain and enhance the desired characteristics of the traditional downtown area.

- **M-1: Light industrial**

The M-1 light industrial zone is established to provide for and encourage the grouping together of light industrial uses capable of being operated under such standards as to location and appearance of buildings and treatment of land about them, that they will be unobtrusive and not detrimental to surrounding commercial or residential uses.

- **M-2 Heavy industrial**

The M-2 heavy industrial district is established to provide for and encourage suitable areas in which industrial uses may locate, substantially free from residential or retail commercial activities.

Throughout these zones are various uses: residential (both single- and multi-family), agricultural, educational or school use, religious and church use, public utilities, commercial, recreational, and industrial uses: railroad, grain processing, heavy equipment, solid waste transfer, public entity (city shops)

Current values: unique qualities of quiet, older, generally well-kept, established residential areas: low, slow traffic, primarily passenger cars, school buses, etc.

Industrial qualities: heavy train traffic (20-30 trains per day), freight car switching and repair, agricultural product storage and distribution, truck and heavy equipment storage and repair.

Compatibility of Land Uses

Some uses on the edge of or inside the city limits and in the county area of city impact may be beneficial to economic development and growth although not compatible with or a continuance of agricultural uses. These potential uses must be evaluated in terms of economic payoff, impact on overall agricultural economy, and likelihood of conflict or diminished utility due to noise, dust, etc. Allowance of uses other than agricultural must not create future scenarios where existing agricultural uses are inhibited, reduced, or otherwise adversely regulated solely to accommodate a new non-agricultural use. Some land in these areas are unsuitable for agricultural uses and may have potential for other economically beneficial uses as long as compatibility issues are addressed in the development proposal.

Desirable Goals

- Sufficient inventory of use types and zones is available for proposed and contemplated economically beneficial uses.
- Requests for variance and rezoning are minimized by maintaining a sufficient inventory of available property in each of the nine zoning types.

Implementation

- Encourage public participation in the planning process.
- Review, monitor, and update land uses within the city and impact area on a regular basis.
- Update zoning, building and/or other ordinances to be in conformance with the adopted comprehensive plan as required by state law, and as meets the needs and

intent of the citizens through their elected and appointed governing boards.

- Encourage a balance of land uses to establish a desirable, stable, and self-sufficient community.
- Encourage the development of parks, pathways, and recreational areas.
- Encourage development that will improve existing neighborhoods.
- Evaluate sidewalks and paved streets, and pathway standards for all existing neighborhoods and future developments.
- Review industrial and commercial developments for traffic impacts, visual impacts, impacts on adjacent land uses, and other environmental impacts.
- Evaluate industrial developments that may overburden public services and facilities causing increased public expenditures with a view toward minimizing such impacts.
- Agriculture and farm related uses and activities should be protected from land use conflicts or interference created by residential, commercial, or industrial development.
- Encourage flexibility and innovation in development that contributes to both economic development and the quality of the community.
- Infill development and development of property within city boundaries should be encouraged prior to annexing undeveloped fringe areas.
- New industrial development should be directed into areas within proximity of major transportation corridors, areas that minimize truck traffic through residential neighborhoods, and areas which can be serviced with existing city infrastructure.
- The city should encourage compatible infill development in all existing neighborhoods.
- Consider case-by-case instances of compatible mixed uses, innovative and new strategies of best use of available land consistent with community standards and goals.
- Use development agreements in accordance with Idaho Code 67-6511(a) to ensure both developers and governing agencies follow through on commitments made in the proposal and approval process.

Attached to this document is the Future Land Use map with desirable future use zones for property outside the city limits but within the Area of City Impact should such properties be proposed for development and annexation in the future.

Chapter 6: Natural Resources, Hazard Areas, and Special Areas or Sites

(f), (g), and (k): Natural Resources, Hazardous Areas, and Special Areas or Sites.

(combined sections) – “An analysis of the uses of rivers and other waters, forests, range, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines. AND, an analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snow slides and avalanches, and floodplain hazards. Also, analysis of Special areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.”

Previous and Existing Conditions, Trends:

- **Flooding:** According to the FEMA floodplain maps, the Snake River is classified as a Zone “A” 100-year flood area. The land area adjacent to Little Canyon Creek is classified as Zone “AE” or area of 100-year flood with base elevations. Construction in those areas must meet FEMA guidelines. The remainder of the city is in Zone X-areas outside the 500-year flood.
- **Unstable Slopes:** The southern end of the city, near the Snake River, has a steep slope falling to the valley below. The soils on this bank are not suitable for construction due to instability and the potential for slumping.

Compatibility of Land Uses:

Areas within the 100-year flood area that pose a hazard for new construction may be better suited for agricultural uses and can help preserve the economic contribution of agriculture to the City and its tax base.

Desirable Goals and Objectives:

- Growth and development are planned and occur in such a way that land use of hazardous areas does not imperil the population or impose an undue burden on existing services.

Implementation:

- Monitor development proposals and trends to identify possible hazards during the planning process.

Chapter 7: Public Services, Facilities, and Utilities

(h) Public Services, Facilities, and Utilities – “An analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and fire fighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools³, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.”

Previous and Existing Conditions, Trends

1. City Services

a. City Hall: The city clerk, treasurer, and assistant treasurer provide Administrative Services at city hall. City hall staff performs water and sewer billing and various licensing and permitting functions. The city is governed by an elected Mayor and four City Council persons. The City also has a Planning and Zoning Commission appointed by the Mayor and Council.

b. Public Works: The City Public Works department is responsible for streets, water, sewer, cemetery, stormwater, parks, and open spaces. Engineering services are contracted.

- Water: City water is supplied by a 1.08 million gallon per day (MGD) capacity water purification plant supplied with 4 cubic feet per second (CFS) available to be drawn from the Snake River. (1 CFS unconditional, 3 CFS conditioned on excess flows) Currently, the plant operates at about 50% capacity in the summer and 30% capacity in winter, serving 645 active user connections. Although the plant is modular and expandable, the Snake River water rights do not equal the current full capacity of the plant, with 1 CFS equaling approximately .646 MGD. The City also mixes some spring water by right when available to cover summer demand.

There are currently approximately 803 active and 47 inactive EDUs⁴ associated with the plant, with plant capacity for 800 more EDUs before plant expansion becomes necessary. Unconditional water right capacity equates to approximately 1075 total EDU, with approximately 225 EDU available before depending on conditional water rights from either the river, springs, or wells.

The water plant includes one 0.5 Million gallon storage tank, adequate for current demand. Water distribution piping and infrastructure is at or near capacity. Further growth in certain areas of the city will require substantial improvements in the system to maintain the current level of service.

- Sewer and stormwater drainage: The city’s sewage treatment plant has a design capacity of .44 million gallons per day, with an average of .2 MGD actual use. The treated effluent is discharged into the river under permit. Industrial sewage requires pretreatment prior to entering the city system. There are currently 795 active sewer EDU connections, with 350 more available before expansion is required to accommodate more connections. Stormwater drainage systems are in need of

³ See Chapter 3 (Schools) of this plan for analysis of schools.

⁴ Equivalent Dwelling Unit

upgrade and improvement.

- Parks: The City maintains a 7-acre park with baseball fields, playground equipment, a gazebo, and a swimming pool maintained by the Eastern Elmore County Recreation district.
- Cemetery: The City maintains one cemetery on Old Hwy 30.

c. Legal: City Attorney and prosecution services are provided by contract.

d. Library: The city library is staffed by a city librarian and in addition to several thousand volumes of books, provides computer and internet services to City Library patrons.

e. Fire Protection/Ambulance: Fire protection is provided by the local volunteer fire department and cooperative service agreements with other local fire agencies. Ambulance/EMS coverage is maintained by the Elmore County Ambulance service with a station in Glens Ferry.

f. Solid Waste: Solid waste collection is provided by private contracts with customers within the city limits.

g. Law enforcement is provided by annual contract with the Elmore County Sheriff's office.

2. Utilities

- Electrical: Electric utilities are supplied by Idaho Power Corporation. Idaho Power supplies industrial, commercial, and residential customers through its distribution system in the city, including rights-of-way on city streets. Idaho Power also supplies street lighting for Glens Ferry.
- Gas: Intermountain Gas Company supplies natural gas to industrial, commercial and residential customers in Glens Ferry. Gas distribution is through underground piping located under city streets.
- Telecommunications: Glens Ferry is served by CenturyLink, which provides both telephone and Internet service to local customers. Cellular telephone service is also available in Glens Ferry through various providers. Additionally, Internet service is available through satellite and cable television service and some cellular providers.

Compatibility of Land Uses

As growth occurs and opportunities for industrial operations supporting agriculture and other industries present themselves, expansions of utility capacity, infrastructure and transmission lines may be necessary. These expansions and new uses in and on the current periphery of the city and on agricultural land are compatible.

Desirable Goals and Objectives:

- Electrical power and natural gas will be available in sufficient quantities to provide for economically beneficial uses throughout the City; no areas zoned commercial or industrial are unable to be so used for lack of utility capacity.
- The City is able to provide essential police, fire, and street services.
- Strive for continued cooperation between the City and the County Sheriff regarding cost and level of service.
- The City should continue expanding landscape watering irrigation service.
- Addition of a more robust code enforcement plan to ensure uses of property comply with existing ordinances and proper zoning and do not adversely impact adjacent properties or the city as a whole.
- New development bears the majority of the cost of increased demand for services properly attributable to that new development.
- New development does not overload existing services without providing a means to expand those services.

Implementation:

- As potential for new development increases, consider adopting new development impact fees structured in such a fashion as not to prohibit development outright.
- Develop realistic city government budgets which take into account the real costs of service and assess taxes accordingly.
- Develop a prioritization of code enforcement actions.
- Promote the development of energy services and public utility services to meet public needs.
- Encourage the enhancement of utility system capacity and reliability.
- Encourage the multiple use of utility corridors by utility providers.
- Work with service providers to designate locations of future utility corridors.
- Encourage utilities to make additions to and improvements of utility facilities that provide adequate capacity for projected growth.
- Provide utility suppliers with periodic updates of population, employment, and development projections.

- Pursue obtaining water rights and agreements to reduce potable water demand and replace it with irrigation water.

Chapter 8: Transportation

(i) Transportation—“An analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor, aviation, and other related transportation facilities.”

Previous and Existing Conditions, Trends:

Incorporate by reference the Glenns Ferry Transportation Plan Adopted By Resolution of the City Council May 24, 2011, Appendix A of this Plan, **except that the “Future Land Use Map” referenced at page 15 of the Transportation Plan is to be replaced with the Future Land Use Map contained at Appendix B of this Plan.**

Compatibility of Land Uses

- Uses must occur in areas with sufficient practical transportation routes that do not create detrimental effects on existing or incompatible uses like residences, schools, and some commercial properties.
- A contemplated and permitted use in one zone may have adverse impacts across several other zones and those impacts must be considered and mitigated where warranted.
- Key agricultural transportation routes run through the city. Future development along and adjacent to these key routes should be compatible with the transportation activity on those routes, with a view toward minimizing conflicts and future incompatibility.

Desirable Goals and Objectives

- Contemplated uses in all zones have adequate transportation without incurring negative impacts on existing quality of life in various zones.
- A contemplated use in one zone will not create adverse impacts in other zones incompatible with the increased transportation impact.
- Refer to Transportation Plan as adopted (Appendix A).

Implementation:

- Refer to Transportation Plan as adopted (Appendix A).

Chapter 9: Recreation

(j) Recreation – “An analysis showing a system of recreation areas, including parks, parkways, trailways, riverbank greenbelts, beaches, playgrounds, and other recreation areas and programs.”

Previous and Existing Conditions, Trends

The following recreational facilities provide various opportunities for recreation in and around the City: Three Island Crossing State Park, Elmore County Fairgrounds, 7 acres of City Parks, Baseball Fields, Eastern Elmore County Recreation District Swimming Pool and Skate Park, Oregon Trail Interpretive Center, Glenns Ferry Recreation Trail, Boat Dock Recreation Area.

Compatibility of Land Uses

Parks, greenbelt and walking path type uses are not incompatible with agricultural uses. Some floodplain or other undevelopable land areas may be more suitable for park or recreational uses than for either development or agricultural use and these should be given consideration as well.

Desirable Goals

- Recreation opportunities for all citizens – accessible, affordable, and meeting a variety of needs, demographics and age groups.
- Sufficient areas are set aside and dedicated to recreational use, including parks, walking and bicycle pathways, playgrounds, and picnic areas.

Implementation

- Continue to seek funding from federal, state, and private grants for recreation areas and programs.
- Evaluation of potential recreation acquisitions should include calculation of recurring maintenance and upkeep costs.
- Maintain and develop city parks to assure continued value to city residents, meeting the needs of all age groups.
- Continue to use cooperative agreements with other agencies such as the school district, recreation district, and others to provide parks, recreation, pathways, and other open spaces.
- Involve volunteers and citizen support groups in the implementation of recreation programs.
- Encourage new development to consider bicycle paths and pedestrian access to parks and links between schools and neighborhoods.

Chapter 10: Housing

(I) Housing – “An analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary, and adequate housing, including the provision for low-cost conventional housing, the siting of manufactured housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community.”

Previous and Existing Conditions, Trends

Census table of housing units below. Source: 2010 U.S. Census Data.

Total Housing Units	684	
Occupied	559	81.7%
Vacant	125	18.3%
Occupied Units	559	
Owner Occupied	371	66.4%
With mortgage	223	39.9%
Free and Clear	148	26.5%
Renter Occupied	188	33.6%
Vacant Units	125	
For Rent	32	25.6%
Rented, unoccupied	3	2.4%
for sale only	22	17.6%
Sold not occupied	18	14.4%
Seasonal use	10	8.0%
Other vacant	40	32.0%

Vacant land for new housing is available throughout the city. Sites with a full range of zoning densities are available. Some lots may not be as suitable for certain housing development types as others due to size constraints.

Compatibility of Land Uses There is currently an adequate supply of housing units within the City of Glenns Ferry such that encroachments on or conflicts with agricultural uses are not anticipated to become problematic. Future growth of housing needs may move development towards existing agricultural areas and such growth must be managed to minimize conflicts with existing agricultural operations.

Desirable Goals and Objectives

- Housing needs for all population segments are available.
- Housing is of good repair and preserves the essential character of the neighborhood in which it is located.
- Renovation and repair of run down or deteriorating areas of town.

- Provide housing opportunities within the community to meet the needs of all socio-economic backgrounds, the elderly, and disabled.

Implementation:

- Review proposed housing projects to ensure adequate services are available to support increased population, traffic, and demands on public services.
- Explore incentives that will encourage the private sector to provide affordable housing.
- Implement code enforcement provisions of ordinances to ensure safe and well-kept housing within the city limits.
- Support neighborhood upkeep through enforcement of health, fire, and zoning regulations.
- Ensure all residential areas are supplied with public facilities and services.
- Review residential zoning ordinances for setback and other requirements that may preclude beneficial development of properties that would be otherwise used or usable.
- Coordinate all new housing development with availability of public services and with a view toward safe and practical access routes to public schools.
- Consider innovative redevelopment proposals with a view toward the overall positive effect on the community's housing picture.
- Reduce obstacles to redevelopment where such will not impair health, safety or overall long-term community improvement plans.

Chapter 11: Community Design

(m) Community Design – “An analysis of needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification.”

Previous and Existing Conditions, Trends

Entryway corridors are the first view one has upon arriving in the City. As such, they merit special attention to design and aesthetic attributes. Properly designed and attractive entry or gateway areas will send a positive message to visitors and prospective business and property owners. Conversely, these areas have the potential to impede economic development if not maintained in a visually appealing way.

The areas along the railroad are predominately industrial use buildings like warehouses, grain elevators, and the like. Some are of historical significance and have unique design attributes that can contribute to the overall appearance of the city.

Economic incentives like increased demand, low property values and the principle of highest and best use have spurred the growth of multi-family housing units in certain areas of the city.

Compatibility of Land Uses

Community design standards and requirements should be evaluated for their usefulness or efficiency in agricultural operations and areas transitioning from agricultural to more urban uses. Design or beautification standards that have the potential to adversely impact agricultural operations should be evaluated to minimize such impacts and maximize beautification goals, predominately in entryway corridors.

Desirable Goals

- Encourage redevelopment of commercial core as community activity center.
- Foster growth that enhances the hometown/small town identity of the Glenns Ferry community.
- Aesthetically pleasing entryway corridors, downtown streets and buildings that show a sense of pride, well-being, and exude confidence in visitors and prospective owners and residents.

Implementation

- Encourage community volunteer urban clean-up and beautification programs.
- Enhance character and sense of place of the downtown by providing amenities such as sidewalks, outdoor furniture, lighting, etc.
- Develop standards by ordinance that preserve and enhance the downtown area.

Chapter 12: Agriculture

(n) Agriculture – “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.”

Previous and Existing Conditions, Trends

Elmore and Owyhee County and the areas surrounding Glens Ferry have a diverse and productive agricultural base, which plays a major role in the City and its economy. Significant agricultural uses in the immediate area include cattle and sheep production, dairies, potatoes, alfalfa hay, sugar beets, mint, and grain farming, vineyards and wine production. These uses contribute to employment and secondary economic activities such as machinery and equipment supply and repair, farm and ranch related finance and insurance, and transportation and utility improvement and use. Transportation routes through town including the railroad provide critical farm-to-market access from farms throughout the area.

Compatibility of Land Uses

Current zoning areas provide for separation of potential conflicts with current agricultural areas bordering the city; other areas are designated for future industrial or commercial uses that will be compatible with adjacent agricultural uses.

Desirable Goals

- Traditional agriculture maintains its important contribution to the economy and quality of life in Elmore County and Glens Ferry.
- Growth and economic development occur alongside the continued economic viability of local agricultural operations.
- Economic and other benefits of the agricultural industry assist in the growth, development, and improvement of the City of Glens Ferry and the quality of life in the City.

Implementation

- Consider proposed development that supports and sustains the agricultural economic base.
- Encourage the continued agricultural use of surrounding properties consistent with the needs and goals of those landowners.
- Coordinate with agricultural operators concerning growth, development, and infrastructure improvement needs to create mutually beneficial partnerships which meet the needs of both.

Chapter 13: National Interest Electric Transmission Corridors

(p) National Interest Electric Transmission Corridors – “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.”

Since the Idaho Public Utilities Commission has not notified the City of Glens Ferry of the likelihood of a federally designated national interest electric transmission corridor within the city limits of Glens Ferry, no analysis is required for this component. Furthermore, the only proposed routes for the approved Gateway West electric transmission lines run either north or south of the City and through Bureau of Land Management Property.

Chapter 14: Public Airport Facilities

(q) Public Airport Facilities – “An analysis prepared with assistance from the Idaho transportation department division of aeronautics, if requested by the planning and zoning commission, and the manager or person in charge of the local public airport identifying, but not limited to, facility locations, the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community.”

1. Facility locations - Airport Master Plan Section 1, pg. 1-2
2. The scope and type of airport operations - Airport Master Plan Section 2, pg. 6-7
3. Existing and future planned airport development and infrastructure needs - Airport Master Plan Section 2, pg. 3-6
4. Future Airport Needs - Airport Master Plan Section 4, pg. 22
5. Planned airport development - Projects Currently in Process (or funded) include Runway reconstruction (will reduce the width to 50'), Water supply line construction, and Land trade with the state park to extend the object free zone.
6. Economic impact to community - Airport Master Plan Section 3, pg. 8-9

Appendix A: Glenns Ferry Transportation Plan

Appendix B: Future Land Use Map

Appendix C: Reference Documents

Idaho Code: Title 67, Chapter 65 Local Land Use Planning Act.
Glenns Ferry City Code
Idaho Attorney General's Guide to the Regulatory Takings Act
U.S. Census Bureau Data, 2000 and 2010
City of Glenns Ferry/Idaho Tax Commission L-2 Worksheets, 2000-2012
City of Glenns Ferry Transportation Plan, 2011
City of Glenns Ferry Community Profile, 2008
City of Glenns Ferry Community Review, March 2012
City of Glenns Ferry Comprehensive Plan, 1996
Glenns Ferry Business District Downtown Revitalization Plan, 2012
Glenns Ferry Future Land Use Map
Glenns Ferry Official Zoning Map